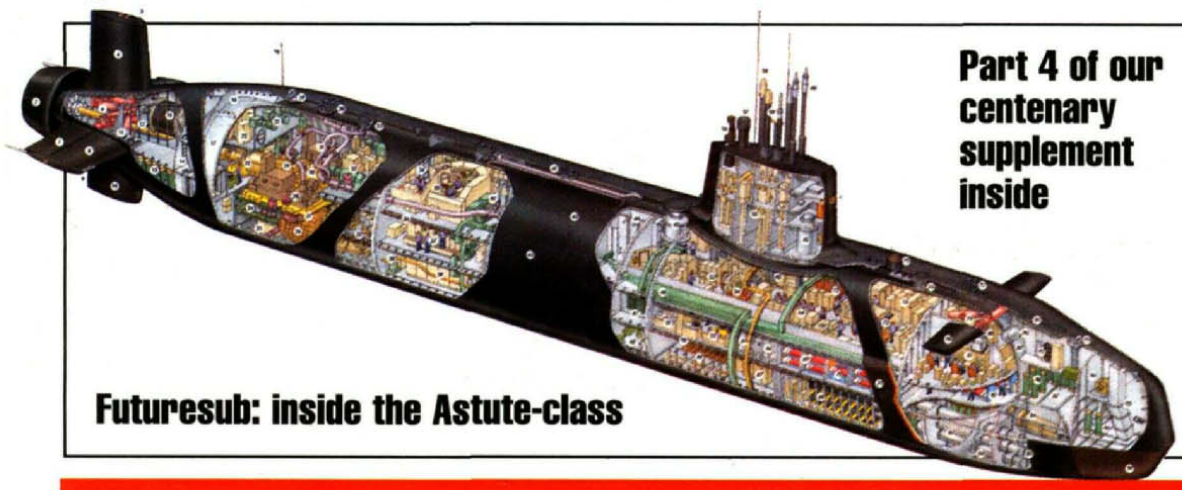
Navy News

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Futuresub: inside the Astute-class

Part 4 of our centenary supplement inside



China comes in from the cold p18

WAR ON TERROR: OPENING SALVOS

RN submarines fire on the Taliban with Tomahawk Land Attack Missiles

ROYAL Navy submarines helped launch the global war against terrorism with cruise missile attacks on terrorist targets in Afghanistan.

But as *Navy News* went to press, it was business as usual for the rest of the task group engaged in Exercise Saif Sareea in Oman, although there was mounting speculation in the press that elements might be switched to operational duties as the campaign developed.

Nuclear attack submarines HMS Trafalgar and HMS Superb, part of the Exercise Argonaut deployment which left Britain in August, were detached from the exercises in the Middle East to join the initial onslaught on October 7-8.

Joining them was HMS Triumph which, like her T-boat sister, is equipped with Tomahawk Land Attack Missiles.

Since then the submarines have joined one more strike, on the night of October 12-13, when the two T-boats again fired an unspecified number of cruise missiles.

The indications are that a new phase of the campaign has begun, with the Americans announcing that ground troops – including special forces – have been deployed in Afghanistan.

The Tomahawk system was first test-fired by the Royal Navy from HMS Splendid in November 1998, and was fired operationally in the Kosovo campaign in 1999.

The missile is capable of delivering a warhead with pinpoint accuracy to a selected target hundreds of miles away, giving the Navy's submarines a new tactical capability.

Launched from a torpedo tube while the submarine is submerged, the missile flies at high, but subsonic speeds, presenting a low radar signature, and navigates to its target using the satellite Global Positioning System and the Digital Scene Matching Area Correlation system. Targeting data can be transmitted from Fleet Headquarters at Northwood to a submarine anywhere in the world via satellite links.

There has been no change in plan for the 23,000 troops – including Royal Marines of 40 and 45 Commandos – or the remainder of the 24 units involved in Saif Sareea, and the umbrella maritime deployment, Exercise Argonaut 2001, is scheduled to end as planned when the vessels return to the UK before Christmas.

❑ A families page has been established on the Royal Navy/Royal Marines website which will draw together the latest information from Ministry of Defence and Royal Navy sources on Exercise Saif Sareea and events in the Middle East. This facility is also available on the HIVE Internet sites.

The website is at www.royal-navy.mod.uk/reference





● *Left: Royal Marines from 45 Commando test fire their .5in Browning machine guns during Exercise Saif Sareea in Oman. Above: 40 Cdo fly in from HMS Ocean.* Pictures: PO(Phot) Steve Lewis

■ BUILD-UP IN THE MIDDLE EAST p8, 9, 23 ■ TRINCOMALEE RESTORED p44

FALKLANDS FREEDOM FOR FORCES

THE BRITISH garrison is to be granted the rare honour of the Freedom of the Falkland Islands in gratitude for the liberation from the Argentine invasion of 1982 and for the continuing defence of the territory.

The ceremony granting the Freedom will take place on June 14 next year – the 20th anniversary of the surrender of the Argentine forces.

The decision to grant the Freedom was made by the Falklands Legislative Council at the instigation of its Chairman, Cllr Lewis Clifton and fellow member of the 20th anniversary organising committee, Cllr Richard Cockwell.

The Freedom of the whole of the Falkland Islands has only been conferred once before – to Margaret Thatcher, who as Prime Minister ordered the British Task Force to retake the islands.

Lady Thatcher has regretfully declined an invitation to attend the anniversary commemoration, saying that at 86 the journey would be too gruelling for her husband, Sir Denis.

She has visited the Falklands twice previously, in 1983 and for the 10th anniversary in 1992.

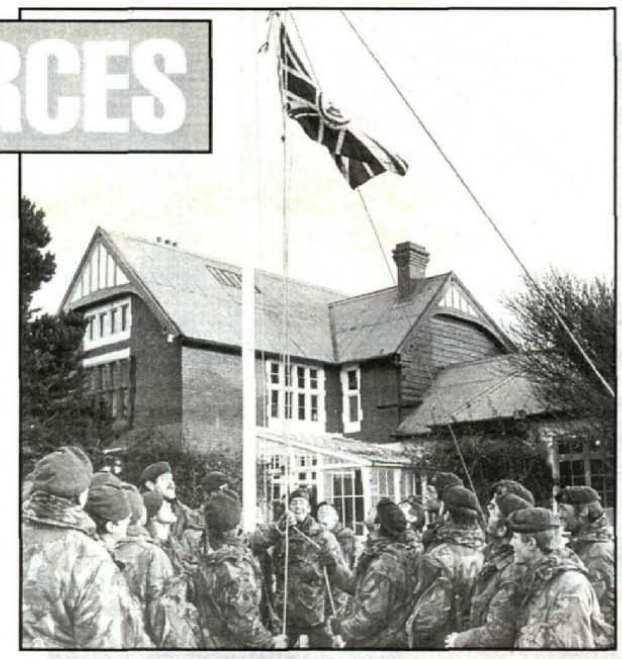
The Freedom confers upon the Armed Forces the privilege of marching through the islands with bayonets fixed and drums playing.

The Freedom of Stanley, the Islands' capital, as distinct from the whole of the Falklands, has previously been given to the Royal Marines and to three individuals – the late Lord Shackleton, whose reports provided the foundation for unprecedented economic development in the islands; London barrister Bill Hunter-Christie of the Falkland Islands Association, a champion campaigner for the Islands; and Sir Rex Hunt, Governor at the time of the invasion.

Individuals are presented with a scroll. Sir Rex has also been awarded the Freedom of the City of London, which confers upon him the ancient privilege of driving a flock of sheep across Tower Bridge.

A spokesman for the Falkland Islands Government has pointed out that this might be a more appropriate custom in the Falklands, rather than in the traffic of present day London . . .

● *FLASHBACK: Men of Naval Party 8901 who fought in Juliet Company, 42 Cdo RM, replace the Falkland Islands flag at Government House.*



NEW PROPOSALS TO REVIEW BODY

Reserves pay set to mirror Regulars'

RESERVES' pay is to mirror arrangements for the Regular Forces under Pay 2000 – but not before November 2002.

In line with Government policy flowing from the Strategic Defence Review, which confirmed close linkage between the two, main benefit of new proposals is that all reservists will have access to annual incremental pay – provided that they meet specific criteria based on qualifications, experience and performance which regulars also have to meet.

The proposals are to to be submitted to the Armed Forces Pay Review Body as part of this year's pay round.

Once agreed, the new pay arrangements will be implemented as soon as possible, but not before November 2002.

A spokesman for the Directorate of Reserve Forces and Cadets said the work involved to achieve seamless transition from one pay structure to another might mean this date slipping further back.

Introduction of Pay 2000 had involved the greatest change to the way in which the Armed Forces were paid since the introduction of the Military Salary in 1970.

"Not surprisingly, the programming requirements have presented the Armed Forces Pay Administration Agency and their civilian partner, EDS, with a number of challenges. Nevertheless, the introduction of Pay 2000 was achieved for a significant proportion of the Regular Forces in April this year, albeit a year later than originally envisaged."

Transitioning all members of the Armed Forces on the same date was considered too complex and too great a risk to take, so it was decided that several specialist groups such as doctors and dentists, vets, chaplains as well as Reserve Forces should be transferred at a later date.

Further details will come with the AFPRB's announcement early next year.

Distance learning offer for seafarers

THE MARINE Society, the seafarers' education and training charity, has launched a new initiative to meet demand for distance learning courses in computer skills.

It has teamed up with Portsmouth-based BCDgroup.com, one of the leading providers of ICDL courseware, to offer seafarers and their families the chance to gain the internationally recognised qualification, the International Computer Driving Licence (ICDL).

The courseware consists of an interactive CD-ROM supplemented by a book and telephone or email support. Said a spokesman for the Society: "The whole package is just as suitable for complete beginners as it is for those who simply wish to accredit their existing knowledge. As the course is entirely distance learning, it is ideal for study either onboard ship or at home."

The Society is able to offer the full course of seven modules for £25 per person for seafarers who are resident in the UK and who are eligible for a Government training fund known as an Individual Learning Account.

As a unique dispensation for seafarers, examinations (for which a modest additional charge is made) in any or all of the modules which make up the full ICDL course can be taken onboard ship, as well as at one of the many accredited test centres around the country. Tel 020 7261 9535 for details.

Vengeance calls on Canada

TRIDENT missile submarine HMS Vengeance has made the first visit to Canada by her class – and said goodbye to her Commanding Officer as well.

The submarine called in at Halifax, Nova Scotia, following a busy period at sea, including the first patrol.

Hosted by the Canadian Navy's Fleet Diving Unit, submariners had a wide range of diversions to choose from, including an international street entertainers festival.

Some of the older sailors on board rekindled memories by visiting three old O-boats, Ojibwa, Onondaga and Okanagan, which were built in the 1960s.

Visitors to the boat included the Lt Governor of Nova Scotia, Myra Freeman, and a Mountie known only as John.

Cdr Steve Upright, who had been with Vengeance since August 1998, handed over command to Cdr David Balston, and then made an unusual departure – by air in a seaplane, organised by the crew.

Cdr Upright has taken up an appointment at the Ministry of Defence, while Cdr Balston joined from Permanent Joint Headquarters at Northwood.

During her trip, the crew of Vengeance was augmented by eight Young Officers from Britannia Royal Naval College, Dartmouth, and two members of the Engineering Sponsorship Scheme from HMS Thunderer, based at Southampton University.

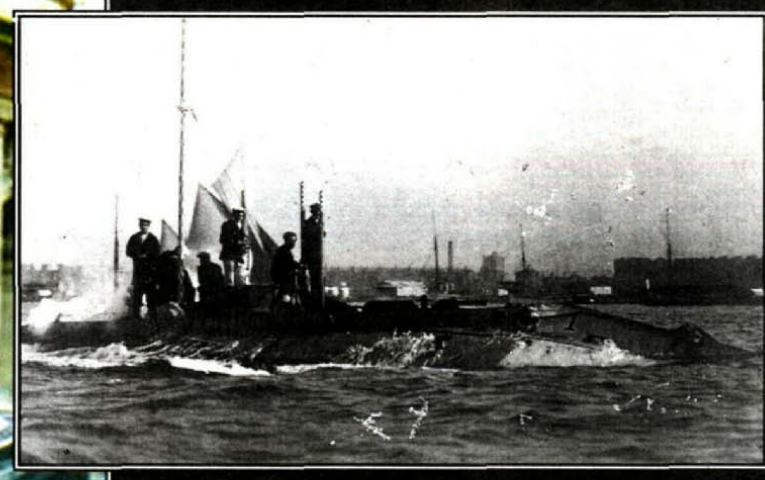
● *Below: Mountie John is welcomed on board HMS Vengeance at Halifax, Nova Scotia while (inset) outgoing CO Cdr Steve Upright takes to the air.*





DUKE TAKES DEEP INTEREST





THE DUKE of York joined hundreds of submariners past and present for a lunch at London's Mansion House to mark the centenary of the RN Submarine Service.

Earlier he had inspected a "Chariot" Special Forces insertion vehicle as used in World War II – and talked with former charioteer Len Berey, who earned the Distinguished Service Medal for his exploits as a saboteur.

After the first, against shipping in Tripoli, he was captured but escaped to rendezvous with the Eighth Army.

In the second he helped sink an Italian cruiser in La Spezia before escaping into the mountains where he spent several weeks fighting alongside partisans before joining the Allied regular forces in Italy.

Also at the lunch was Vice Admiral Sir Ian McGeoch, DSO, DSC who when commanding HMS Splendid in the Mediterranean was captured following a battle with a German destroyer. He likewise escaped from captivity and made his way overland through France to Spain.

Other guests included the Chief of the Defence Staff Admiral Sir Michael Boyce, Flag Officer Submarines Rear Admiral Rob Stevens and Rear Admiral Anthony Whetstone, president of the Submariners Association.

Meanwhile the Royal Navy's very first submarine, Holland I (inset) was celebrating its own 100th birthday with a party at the RN Submarine Museum, Gosport. - See also P4 and P45.

Ambassador comes home in French warship

FORMER British Ambassador to France Sir Michael Jay arrived at Portsmouth in the French frigate *Germinal* when he came home to take up his new appointment.

He was met on South Railway Jetty – decorated with the Union Flag and the Tricolour – by the French Defence Attache and Naval Attache.

Sir Michael will become Permanent Under Secretary in the Foreign and Commonwealth Office and Head of the Diplomatic Servicein January 2002.

When he took up his duties in Paris five years ago, he arrived in France on board a Royal Navy warship, HMS Manchester.

In returning the compliment, the French Navy recognises the excellent defence relations that exist between Britain and France.

This is also reflected in Sir Michael's own Naval background – his father, Capt Alan Jay, was decorated with the Croix de Guerre and the Legion d'Honneur for his part in the D-Day operations in 1944.

Sir Michael is succeeded as Ambassador by Sir John Holmes.

'No risk' from handling DU ammunition

Independent panel watches over uranium screening

A PANEL of scientists and veterans' representatives has been appointed to oversee the MOD's depleted uranium (DU) screening.

Following concerns earlier this year, reported in our February issue, about the potential exposure of UK service personnel to DU, the MOD agreed to establish a screening programme for those who had served in the Gulf and the Balkans.

The Oversight Board will watch over the development of a scientifically valid test for DU exposure and a case control study.

Said veterans' minister Dr Lewis Moonie: "This is a significant step forward in addressing the concerns of our veterans. The Board provides the programme with independence. It also provides confidence that questions about past exposure to DU will be answered on a scientifically sound basis."

A further element of the MOD's response to concerns over DU was to start environmental monitoring in the Balkans.

Over 500 air, dust, water and soil samples were collected in August from sites in Kosovo where DU ammunition had been used. Early indications show that the risks to British troops from DU residues there are low.

Dr Moonie added: "This is good news and should provide reassurance to our troops deployed in the Balkans. Work is now underway to fully analyse the many samples collected and an initital report will be produced in the next few months."

The US-designed Phalanx close-in defence system uses depleted uranium rounds and equips the Navy's 11 Type 42 air defence destroyers, the aircraft carrier HMS Ark Royal, the assault ship HMS Fearless and the helicopter carrier HMS Ocean.

Recent improvements in technology have resulted in development of a tungsten-based Phalanx round which has a longer range and "higher kill probability", but these ships will continue to use DU rounds until supplies are exhausted in 2003.

Risk assessment has shown that precautionary measures ensure that there is no risk to Naval personnel involved in the loading, handling, firing or cleaning of the weapons.



'Fighting G' in terrific row

THE ROW Suez Cup, awarded to the ship that obtains the fastest time on a Concept II rowing machine during transit of the Suez Canal, has gone to HMS Gloucester and LPT Leo Leaman.

It was presented by C-in-C Fleet Admiral Sir Alan West during a flying visit to the Type 42 destroyer which has just returned to Portsmouth after a seven-month deployment to the Far East.

Also in the picture with Admiral West and LPT Leaman are the Commanding Officer HMS Gloucester Cdr David Heley and Sports Officer Lt Victoria Price.

College complete

THE NEW £2.3m tri-Service College of Military Science at Shrivenham has been completed by design-and-build partners TPS Consult and Mansell Construction just 10 months after the joint bidders received the go-ahead on the project from the MOD.

The 2,200sqm building provides a modern, purpose-built facility comprising offices, a communications centre, lecture rooms and administration space – all of which were previously housed in temporary buildings.

TPS Consult, once part of the Government-run PSA, has been in private ownership since 1992, when it was purchased by the Tarmac Group.

Frigate calls long distance



DEVONPORT frigate HMS Northumberland exercised with ships of the Royal New Zealand Navy while on passage to Sydney.

HMNZS Te Kaha and HMNZS Endeavour joined the British warship for the trip down from Darwin and en route carried out a number of serials, including gunnery shoots, flights, replenishments and manoeuvres.

Members of the ships' companies also made visits to their counterparts to see how each navy operates..

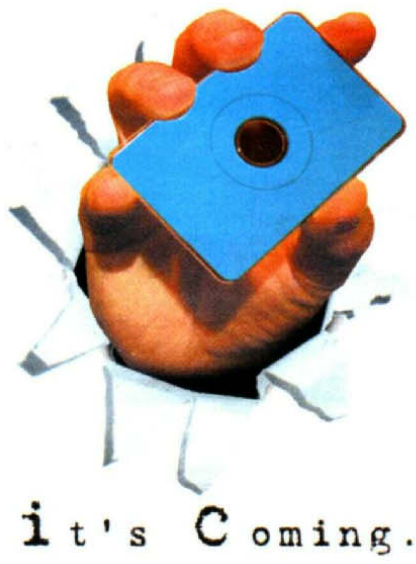
Te Kaha – the name means "prowess" – is an Anzac-class frigate, a Blohm and Voss MEKO 200 design launched in 1995.

Endeavour is a 12,390-tonne replenishment tanker, built by Hyundai in South Korea and commissioned in 1988.

Northumberland left the West Country in May for a seven-month deployment which began with a stint in the Gulf.

She was relieved by sister frigate HMS Kent in September, at which point she headed east to Singapore – and thence to Sydney for the Royal Australian Navy's centenary Fleet Review.

● *During a short stopover in Singapore HMS Northumberland hosted a visit by schoolchildren who had been corresponding with the ship by e-mail over the previous three months.*



Some 29 per cent of ratings, from OM1 to Charge Chief, have not heard of Topmast ('Tomorrow's Personnel Management System') according to results of an informal questionnaire issued at the Drafting and Careers Management Liaison Office in Devonport.

Director Topmast Vice Admiral Fabian Malbon told *Navy News*: "I am disappointed that some of those who responded said they had heard about Topmast only from the 'grapevine' or from signals pinned on notice boards. Earlier this year we sent out a briefing pack to every ship and establishment, and expected each Commanding Officer to brief his staff.

"I intend that Heads of Department and Senior Rate level briefings continue through the Autumn and there will be a major face-to-face briefing programme for Junior Rates in the Spring of 2001. I know we will not be able to deliver Topmast without those in the chain of command and positions of influence helping us spread our very positive message."

❑ E-mail the Topmast team at Topmast@dial.pipex.com

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Stamps cheque for submarine celebrating first century

THE ROYAL Navy Submarine Service has officially entered its second century with the celebration of the 'birthday' of its first vessel.

When the submarine slipped into the water at Barrow-in-Furness on October 2, 1901, she had no name or number. She became HM S/M No 1 and subsequently Holland I, taking the name of her Irish-American designer, John Phillip Holland.

Built in great secrecy – with help from the American Electric Boat Company, which had incorporated Holland's small business – Holland I and two of her four sisters were laid down by Vickers in February, 1901, with the prime intention of allowing the Admiralty to find ways of countering their threat.

But within three years, Admiral Jackie Fisher was championing their cause, predicting a coming revolution.

And by the start of World War I the development of submarines had moved on from the 120-ton petrol-driven Hollands to versatile and effective diesel-powered 800-ton E-boats, with a 1,500-mile range compared to Holland I, which could just about make it around the Solent.

Holland I never saw action, as she was obsolete by the time hostilities opened.

She was sold for scrap in 1913, but a stroke of good fortune meant she sank while being towed to the breaker's yard in Wales. She lay in the Channel, off the Eddystone lighthouse, until the early 1980s, when she was found by a minesweeper and raised.

The fruits of a lengthy conservation project can now be seen at the Royal Navy Submarine Museum in Gosport, where Holland I takes pride of place in a new purpose-built viewing gallery.

Guests who gathered at the museum to celebrate the birthday saw a presentation of a cheque for £10,000, raised by First Day Covers produced by Internet Stamps.

The museum is now in the final stages of fund-raising for its development programme, and although the target of £1.5 million is close, donations and sponsorship are still actively sought. The museum can be contacted on 023 9251 0354, or see the website at www.rnsubmus.co.uk

❑ 250 members of the Submariners Association marched through Gosport with the Royal Marines Band to lay up their old standard and dedicate the new one at Holy Trinity Church.



It's fishy business, and much more besides

HMS BROCKLESBY, the first Faslane-based vessel to join the Fishery Protection Squadron, has completed a busy first seven-week patrol.

During her time at sea, the Hunt-class mine countermeasures vessel carried out 62 boardings of British and foreign fishing vessels.

As a result of the boardings, which lasted up to five hours, there is one court case pending and six formal written warnings were issued.

The patrol was in support of UK and EU fishery regulations, and carried out on behalf of DEFRA, the Department of Environment, Food and Rural Affairs.

Brocklesby was also required to provide diver assistance to a Belgian trawler with a fouled propeller, and carried out a search for a suspected World War II mine which had been dredged up and dropped by a trawler in the River Medway.

On this occasion, despite her capable sonar system and the on-board diving team which can work to depths of up to 80 metres, the ship was unable to locate the mine.

Brocklesby also took part in a search and rescue operation in the North Sea involving UK and Netherlands coastguards and lifeboats, and an RAF search and rescue helicopter.

Brocklesby looked after a dismasted Dutch yacht until relieved by the Ijmuiden lifeboat, which came 25 miles out from port in dreadful conditions to escort the crippled vessel to safety.

Brining his first sea command back to Faslane, Lt Cdr Phil Ireland said: "We never had the opportunity to become bored by the routine of fishery protection operations because something exciting cropped up every week."

● *HMS Brocklesby*

Ships of the Royal Navy No 552

Nottingham back in the forefront

NOTTINGHAM has a strong claim to being the most advanced air defence ship in Europe.

The Type 42 destroyer underwent an 18-month multi-million pound refit at Devonport, carried out by DML, and completed at the end of 2000.

As part of the work the ship's command system, as well as her sensors and weapons systems, were upgraded.

The turn of last year saw her undertaking an extensive period of sea trials, often struggling against heavy seas and gales off Scotland and Ireland as her equipment – and ship's company of more than 250 – were put through their paces.

She rededicated in February in Portsmouth, after which she undertook a High Seas Firing of her principal weapon system, the surface-to-air BAE Sea Dart missile.

More sea training was interrupted by a welcome break – a visit by members of the ship's company to the City of Nottingham, where they exercised their rights as Freemen of the City.

The destroyer then joined a NATO exercise off the coast of Scotland, which helped bring her to a peak of condition in time for Exercise Argonaut 2001, and Exercise Saif Sareea, on which she is currently engaged off Oman.

Traditionally, the destroyer is the Royal Navy's principal air defence ship, protecting itself and other ships in a task group from enemy aircraft and missiles.

Originally designed to counter small, fast torpedo boats around a century ago, the 'torpedo-boat destroyer' gradually evolved into the anti-aircraft ship of today – although that is only part of its capabilities.

Each Type 42 has a Lynx helicopter, which can carry Sea Skua anti-ship missiles, Stingray torpedoes or depth charges, giving the ship the weapons to strike at other surface units or submarines, while its 4.5in gun also allows her to carry out shore bombardment.

Powered by two pairs of Rolls-Royce gas turbine engines, Nottingham can cruise at a steady and economical 18 knots on the Tynes, or accelerate to almost 30 knots on the two Olympus engines – marine versions of Concorde's power plants.



● Type 42 destroyer HMS Nottingham

Facts and figures

Class: Type 42 destroyer
Pennant number: D91
Builder: Vosper Thornycroft, Woolston
Launched: February 18, 1980
Commissioned: April 14, 1983
Displacement: 4,100 tons, fully loaded
Length: 125 metres
Beam: 14.3 metres
Draught: 5.8 metres
Speed: 29 knots
Complement: 253 (24 officers)
Main machinery: COGOG (COmbined Gas turbine Or Gas turbine): 2 Rolls-Royce Olympus and 2 Rolls-Royce Tyne engines; 2 shafts; controllable pitch propellers
Weapons: BAE Sea Dart surface-to-air missiles; one Vickers 4.5in gun; four 20mm guns; Vulcan Phalanx close-in weapon system; fitted for but not with triple torpedo tubes; aircraft can launch depth charges, Stingray torpedoes or Sea Skua anti-ship missiles
Sensors: Marconi/Signaal Type 1022 air search radar; Plessey Type 996 air/surface search radar; Kelvin Hughes Type 1007 and Racal Decca Type 1008 navigation radar, also hull-mounted sonar
Aircraft: One Westland Lynx helicopter

BATTLE HONOURS

Gibraltar	1704
Velez Malaga	1704
Marbella	1705
Finisterre I and II	1747
Magnanime	1748
Louisburg	1758
Havana	1762
Martinique	1762
Heligoland	1914
Dogger Bank	1915
Jutland	1916

New ship – or rebuild?

THE FIVE Nottinghams to date have been a mixed bunch, from 18th century 6th rate to 20th century second class cruiser.

The first was a 4th rate of 60 guns, built in 1703 and rebuilt twice, in 1719 and 1745, gaining tonnage each time – there is some dispute over whether the 1745 rebuild, which re-used much of the timber, constituted a new ship, and some records consequently show a total of six Nottinghams.

This first (or first and second) Nottingham won eight Battle Honours, including a single ship action in 1748, and ended her days in 1773 as a breakwater in Sheerness.

The second was the Nottingham Prize, a 6th rate of four guns, captured in 1704 and suffering the same fate as her earlier namesake.

The third was a modest gunvessel, a former barge bought in 1794 and carrying three guns. She was sold in 1800.

The fourth Nottingham was a second-class cruiser of 5,440 tons, built at Pembroke Dock in 1913.

She saw action at Heligoland, Dogger Bank and Jutland before she was sunk by U52 with the loss of 38 lives,

AIRCRAFT OF THE ROYAL NAVY No 61



● A Sea Prince observer trainer of 750 Squadron which retained the type on strength until 1979.

Hunting Percival Sea Prince

THE NAVY was the first Service to see the military usefulness of the post-war Percival Prince civil airliner and executive transport.

Dubbed the Sea Prince by the Fleet Air Arm, the first four military versions entered service in 1951 and were designated C Mk Is. Two were used for special communications duties, one as a VIP transport for Flag Officer Air, and one by the Naval staff on the Joint Services Mission to Washington.

The same year, the Sea Prince T Mk I was introduced as a flying classroom for observers being trained in radar and anti-submarine warfare techniques. Forty-two were delivered and operated by 750 Naval Air Squadron at RN air station Culdrose and by 781 Squadron at RNAS Lossiemouth.

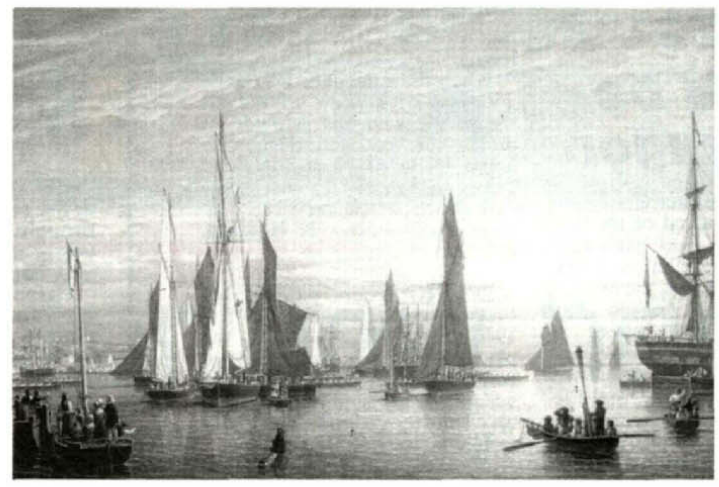
The trainer differed from the C Mk I in having a longer nose to house radar equipment, longer undercarriage legs and longer engine nacelles.

Three Sea Princes were C Mk 2s – a communications version of the trainer – which entered service in 1953, a few months after the first flight of the Percival Pembroke, the RAF's name for the aircraft.

After over 25 years service, the last Sea Prince was retired in 1979, by which time the type had been replaced by the BAe Jetstream.

The Hunting Percival Sea Prince was powered by two 550hp Alvis Leonides 125 engines giving a maximum speed of 223mph, a climb rate of 1,400ft a minute, a range of 400 nautical miles and a service ceiling of 22,000ft.

THE MARITIME SALE
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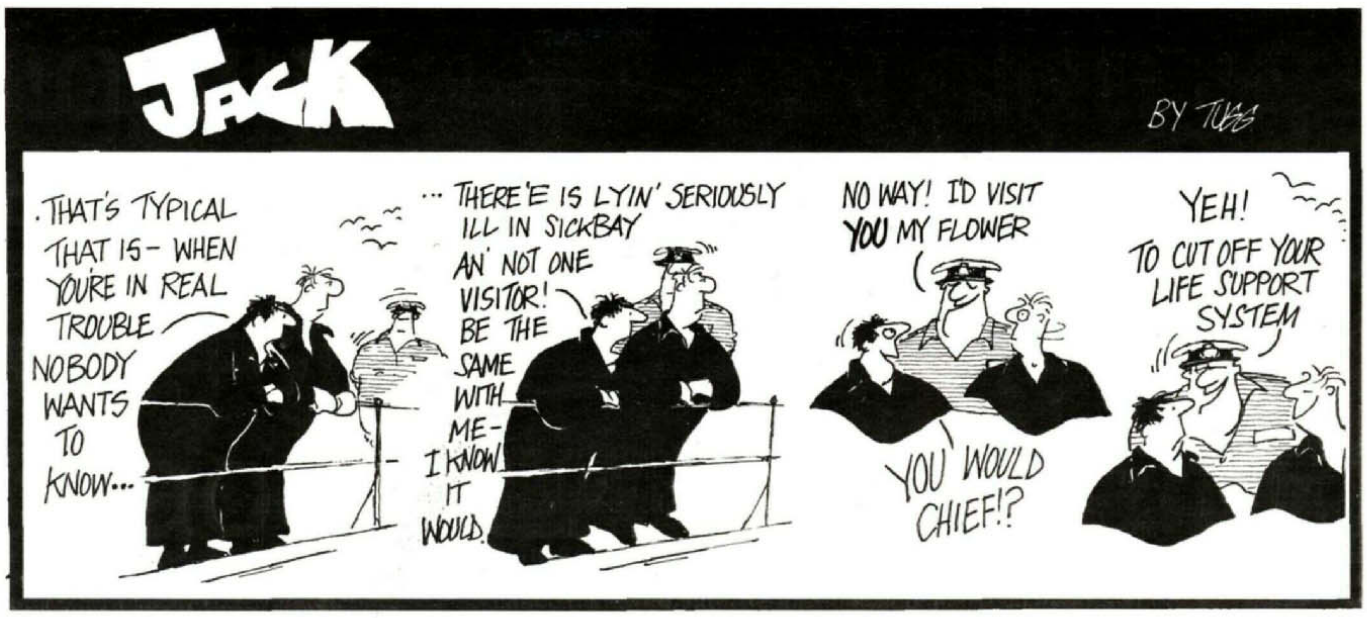
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Letters



Danger in medals

YOUR correspondent G. E. Maything (September issue) is in error when he apparently states that no medal was issued for the Suez crisis. All those who took part in the landings (as I did at the age of 17) were eligible for the NGSM with Near East clasp.

There is a great danger in the issuing of medals for simply being in the Service during a particular period of time (i.e. the Cold war). From there it is a short step to issuing medals for everything from basic training to serving at sea and they become window dressing rather than recognition of service in an area of real conflict.

I was in Singapore during the Confrontation in the 1960s but have never considered that I merited a medal for it. Those who were in danger of being shot at did. – **M. Clarke,** Bristol.

I HAD the honour of serving in HMS Eagle during the period when she was engaged in the Suez action of 1956, as the ship's Air Electrical Workshops Officer. Resulting from that action, all those participating were awarded the General Service Medal (1915) with bar endorsed 'Suez' which I am proud to wear as occasion demands. – **Lt Cdr D. A. Jones,** Shandon, Helensburgh.

Here be no dragon

I VISITED Portsmouth for the International Festival of the Sea and while I was most impressed with the whole exhibition, I saw plenty of Union Flags, the crosses of St George and St Andrew – but not a single dragon of Wales.

Surely we Welsh people are part of this United Kingdom? We serve this union loyally, and the Armed Forces in particular.

I fully realise we were through a deliberate omission in 1707 not included as part of the Union Flag. Perhaps we can console ourselves with the fact that the Spanish Armada was beaten by ships flying the Tudor (Welsh) colours. – **A. Teague,** Haywards Heath.

Happier days recalled in wartime Sierra Leone

I WAS very impressed to read of the sterling work being carried out by the Navy and the Royal Marines in Sierra Leone and I was not surprised that they were on good terms with the Guinean forces there, too.

I was stationed at HMS Spurwing in 1942-44 and never met with any trouble with the locals.

When I saw the bulletins on the TV news I felt really grieved for the people who had accepted us during the war who seemed so happy in their own environment. Let us hope that in the near future that peace which they certainly deserve will return. – **K. Higham,** Calverton, Notts.

SEEING your pictures of Freetown takes me back to April 6, 1942 when I first set eyes on the place. The beach scene was, of course, Lumley Beach, a most beautiful silver sand beach though we mostly dispensed with swimming trunks in those days.

At Freetown I joined HMS Vindictive, a repair ship converted from a cruiser, and remained in her until December 1943 when I left her at Bizerta to take a commission course.

Freetown I found a most interesting place. I was disturbed by the condition of the people, but they seemed content and got on well with the Navy. We even had quite a large number on board to help with shipboard work. – **P. F. Collins,** Bolton.

Turning up the heat in Kuwait, 40 years ago

REGARDING 'The Time of Your Lives' (August issue) HMS Meon was the headquarters ship of the Amphibious Warfare Squadron during the Kuwait crisis of 1961. At this time the Iraqi Air Force was flying RAF Hawker Hunter jets!

Meon was the first RN ship to spend a full summer in the Gulf. The air conditioning on board was pitifully poor. Each time the ship rolled at sea the After Seamen's Mess Deck was awash with water from the open collection tank of the system.

During July I and many others spent time in Kuwait hospital due to dehydration. The ship's drinking water was brackish and the showers, when turned on at 1600, only produced steam and boiling water, no cold. – **D. M. Hickling,** Bishops Stortford, Herts.

YOUR item on the Kuwait emergency of 40 years ago (August issue) fails to mention that the Amphibious Warfare Squadron, including three LSTs and four LCTs, Bastion, Parapet, Rampart and Redoubt, with Woodbridge Haven as HQ ship, was already on the spot.

On the day that the threat was made public we sailed at 0400 from Bahrain for Kuwait, having loaded tanks the previous evening, and for the next few weeks operated a regular service of supply.We had made a visit some eight weeks previously to review tank landing sites and cargo handling facilities – coincidentally? A few days before the emergency two Merchant Navy ferry LSTs had arrived in Bahrain with a large number of additional tanks. – **J. Wilson,** Burnham on Sea, Somerset.

Another broadside

IN 'The Time of Your Lives' (October issue) you report that in 1981 HMS London fired the Royal Navy's last broadside.

Though the story would have been correct when originally published in 1981, in the following year HMS Tartar, Gurkha and Zulu were brought out of retirement to fill the places left while ships patrolled in the South Atlantic.

For nearly two years they took part in many exercises around Europe and carried out Guardship duties at Gibraltar and in the West Indies.

By the Spring of 1984, however, they were finally paid off. As a parting gesture, Zulu (Cdr S. Taylor) fired "the last" gunnery broadside, covered by the cameras of the BBC, on her last day at sea.

This was, additionally, a more traditional form of broadside, being fired from fore and aft. Greetings to all ex-Zulus. – **G. Chalcraft,** Sturminster Newton, Dorset.

Submarines resurface in memory

THE PICTURE of HMS Clyde in the centenary supplement brought back memories of when HMS Avonvale tried to sink her in the Atlantic.

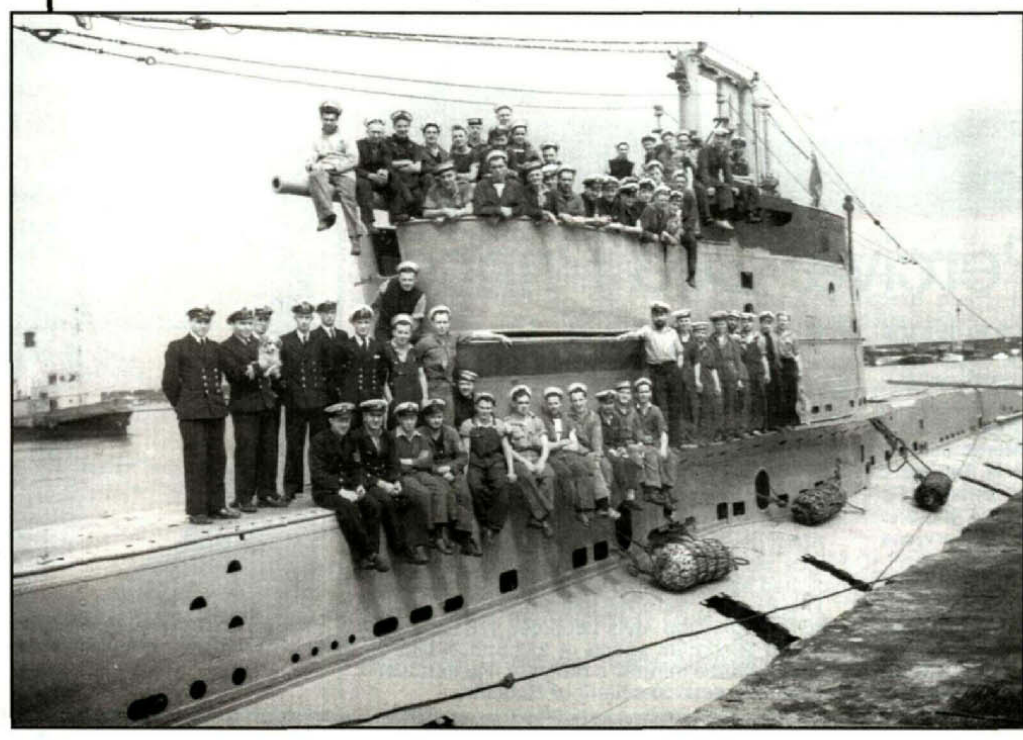
I was the bunting tosser on duty when we were patrolling off the coast of Spain/Portugal and the lookout shouted "Submarine dead ahead! Action Stations! Captain to the bridge! Make the challenge!"

The signalman was flashing away on the 10in lamp. No reply.

"Submarine submerging! Open fire!"

A lucky shot hit the top of the conning tower. We made full speed ahead, depth charges were fired, there was no Asdic echo – and then HMS Clyde surfaced well away on our stern and made identity. No casualties – only red faces of guilt. – K. W. Holder, **Dromfield, Derbyshire.**

THE P51 submarine HMS Unseen was mistakenly named Untiring in the picture of her loading shells. I served in her as Asdic and radar operator, and also as sight setter on the 3in quick firing drop breech gun. The rating standing by the gun facing the camera is the gunlayer, Ted Weekes. – P. J. Parry, **St Clears, Carmarthenshire.**



DELIGHTED to see Osiris on the front page of Part III of the Submarine Service history (September issue).

I served in her for her second visit to the Mediterranean, from March 1941 to November 1943. In this picture we are at Beirut in June 1943. Our depot ship HMS Medway had been torpedoed and sunk and we finished up in former French cavalry barracks there. We had troubles with bilge leaks off Greece and had to run our engines to ruin and were helped into Alex by two destroyers.

We did a lengthy self-refit at Port Said and later moved to Mombasa to cover any Jap ships coming round India.

More bilge leaks, and we left Osiris on the dockyard wall. A local scrap firm demolished her a few years after the war. – Ken Chapman, **Wakefield, Yorks.**

● **HMS Osiris at Beirut, June 1943.**

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Letters

Bottle fed tiger was just a big pussycat

IN THE June issue of *Navy News* an article on ships' cats, dogs etc reminded me of a passenger in HMS Kent on her trip home from China in 1936.

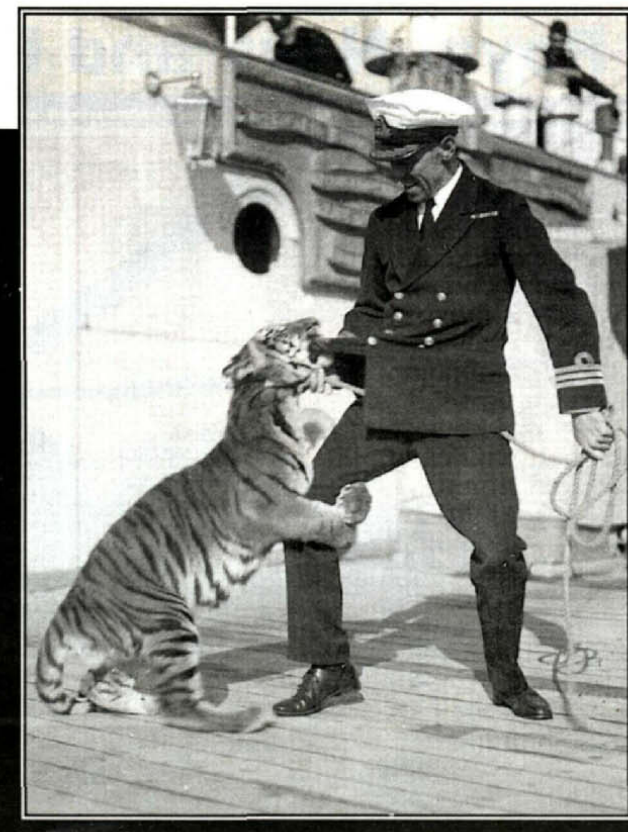
A cutting from the *Daily Mirror* reads: "After travelling half way round the world a Chinese tiger arrived in HMS Kent which berthed at Chatham Dockyard yesterday at the end of a 2½ year commission on the China Station.

"The tiger, six months old and nick-named 'Tiger Tim' by the crew is destined for the London Zoo which has no other specimen of its kind.

"Capt I. B. B. Towers, in command of the Kent, stated that he had brought the tiger from the British Consulate at Amoy. For three months it was reared on the bottle by Mrs Wilding, wife of the Chief Customs Officer at Amoy, and Mrs Martin, wife of the British Consul.

"Throughout the voyage it romped on the quarter-deck with the officers, and Leading Seaman Hollis acted as keeper."

The officer in the photograph is Cdr T. A. C. Pakenham. – G. G. Wright, Mt Maunganui, New Zealand.



High tempo sweepers at Grimsby

FOLLOWING the remark by the Second Sea Lord "For the majority of our people, the operational tempo of the Navy is higher than it was in the middle of World War II" (September issue) may I submit the following statement by the Captain in Charge Grimsby in 1946?

"The work of mine clearing in the area is now complete, the sweepers based locally have covered a total distance of 13,200 square miles.

"The peak year for enemy attack on the Humber was 1941, when the enemy aircraft sustained attacks throughout the year and dropped no fewer than 750 mines in the river approaches.

"In spite of these sustained attacks by the enemy, 9 million tons of shipping entered and left the river during the year without a single casualty.

"In 1942 the enemy moved their attacks to other channels, that is from Flamborough Head to Cromer, using E-boats as well as aircraft and fitting more Diabolical Devices, but during this period a total of 36 million tons of shipping passed up and down the coastal channels in safety . . ." – **J. S. Paterson,** Grimsby.

Where's the Ark?

YOUR reproduction of the Volkischer Beobachter showing a German depiction of HMS Ark Royal sinking (September issue) reminds me of how the ship's company used to listen (as many of us did in wartime) to the taunting voice of Lord Haw-Haw during his "Germany Calling" broadcasts.

The Germans were convinced they had sunk the Ark and Lord Haw-Haw repeatedly asked, day after day, "Where is the Ark Royal?"

The resounding answer "She's here, you bastard!" used to echo around all the mess decks. – R. Johnson, **Burnley, Lancs.**

I ENCLOSE a photo of the actual sinking of the Ark in the Mediterranean off Gibraltar. The destroyer going alongside to take off some of the crew is HMS Legion, in which I was serving at the time. – A. D. Snellings, **Whitstable,**



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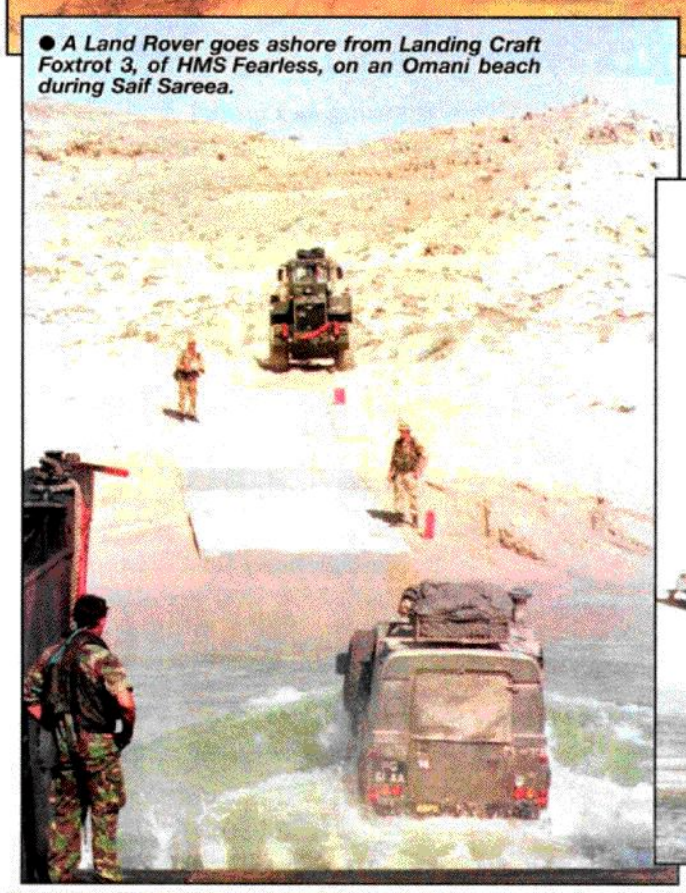
Options

Royal Navy and Royal Marines go through their paces in

Heat fails to blunt Fearless



● *Royal Marines from 40 Commando go into a huddle as the Royal Navy Sea King helicopter that flew them in takes off. The Royals were taking part in manoeuvres during Exercise Saif Sareea in and around Oman.*



● *A Land Rover goes ashore from Landing Craft Foxtrot 3, of HMS Fearless, on an Omani beach during Saif Sareea.*



● *HMS Ocean launches her six helicopters during amphibious operations in Exercise Saif Sareea.*

VETERAN assault ship HMS Fearless is continuing to play a leading role as flagship of the Amphibious Task Group for Exercise Saif Sareea in Oman.

Fearless underwent a seven-day maintenance period in Turkey prior to transitting the Suez Canal, giving the ship's company a chance to recharge batteries before the exertions ahead.

The warship left Marmaris with her boilers given a clean bill of health, and around 2,000 sailors and Royal Marines can recommend the city, as they were well-entertained and left with no trouble in their wake.

Having worked up off the Cornish coast in August and the Turkish coast in September, the troops on board Fearless have been gradually acclimatising themselves for the exercise assault in Oman.

The upper gun decks were manned throughout the Suez transit and the passage through the Straits of Bab-al-Mandeb at the southern end of the Red Sea.

But most sympathy rested with the marine engineers, who worked in the main engine rooms in temperatures of 45 degrees C.

High sea surface temperatures made cooling machinery difficult, and the 37-year-old ship's air conditioning sometimes struggled to keep living conditions comfortable.

Sales of drinks on board have rocketed in the heat – the NAAFI has sold 45,000 cans of 'goffa' and 6,000 bottles of water in four weeks.

The Operational Welfare Package (see last month's *Navy News*) has proved popular, with telephone calls used to allay fears of families back home, and the free laundry has become a very welcome addition to conditions of service.

The ship's laundry reports that during September 75,000 articles of clothing were washed, with £1,200 of washing powder used.

Fearless has continued to impress with her ability to cope with everything that has been thrown at her – and the ship's company are showing the same resolve in situations which at times appear bizarre.

For example, during the recent defence watch transit, the marine engineers were dripping with sweat, the gunners were baking in the heat of the upper deck, Royal Marines were exercising on the vehicle deck, while the Band of the Royal Marines, Plymouth, practised *Yellow Submarine* in the Junior Rates Dining Hall.

En route to the Middle East Fearless and elements of her task group conducted a number of port visits, including Cadiz, Lisbon, Cartagena and Malaga.

Fearless, helicopter carrier HMS Ocean and the accompanying Landing Ships Logistic, RFAs Sir Bedivere, Sir Galahad and Sir Tristram, have just under 1,500 Royal Marines from 3 Commando Brigade divided between them.

Also with the group are supply ship RFA Fort Rosalie and tanker RFA Oakleaf.



● *HMS Fearless pictured at dawn off Oman during Exercise Saif Sareea.*

Roll call of units involved in Oman

THE ships involved in Exercise Argonaut 2001, of which Exercise Saif Sareea is a major component, are split into three groups.

The Carrier Task Group is headed by carrier HMS Illustrious, who has the Commander of UK Maritime Forces, Rear Admiral James Burnell-Nugent, embarked.

With Illustrious are Type 22 frigate HMS Cornwall, Type 23 frigates HM ships Kent, Marlborough and Monmouth, Type 42 destroyers HM ships Nottingham and Southampton, and tanker RFA Bayleaf.

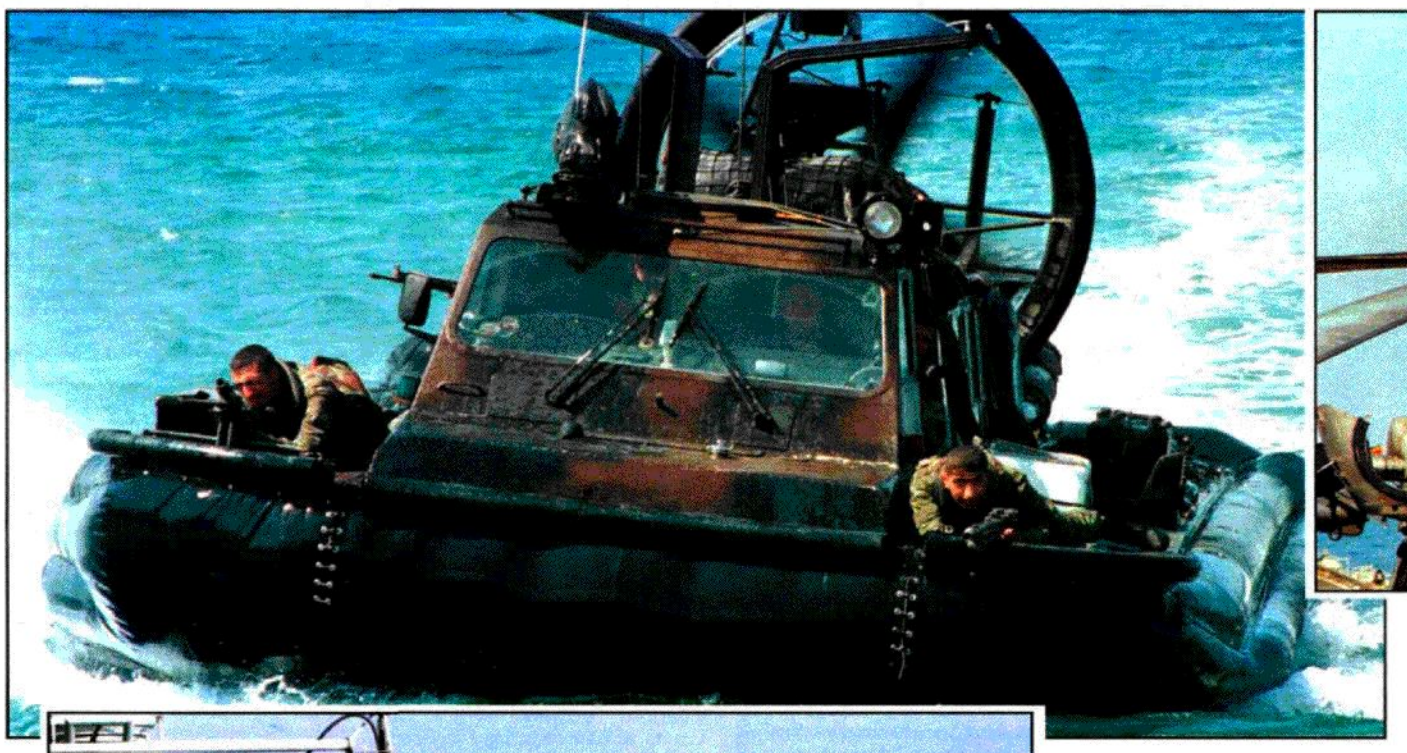
Illustrious has Fleet Air Arm FA2 Sea Harriers and RAF GR7 Harriers on board.

The Amphibious Group is led by assault ship HMS Fearless, and also features helicopter carrier HMS Ocean, RFA landing ships Sir Tristram, Sir Bedivere, Sir Percivale and Sir Galahad, stores ships RFA Fort Rosalie and Fort Austin, and tanker RFA Oakleaf.

With this group are 3 Commando Brigade, including Headquarters, 40 Cdo RM, 45 Cdo RM, Cdo Logistics Regt, and the Cdo Helicopter Force.

The third element of the maritime force is the minehunter group, for which RFA Diligence is acting as mothership – Sandown-class minehunters HM ships Inverness and Walney and Hunt-class ships HMS Cattistock and HMS Quorn. Coastal survey vessel HMS Roebuck is also involved.

tough exercises in the desert and off the coast of Oman





● *Above: The ground crew of 849 B Flight work on the rotor head of one of their aircraft on board HMS Illustrious as an aircraft from 820 NAS takes off behind.*

● *Left: Turkish marines man the sides of a Royal Marines hovercraft as it comes in to land during joint training in the Mediterranean.*



● *HMS Fearless is pictured from carrier HMS Illustrious. Accompanying the assault ship are destroyer HMS Nottingham (centre) and frigate HMS Marlborough.*

Settling in to Condor Sands

WITH TEMPERATURES ranging from 30-50 degrees C, acclimatisation has been a priority and a challenge for Royal Marines of 45 Commando in recent weeks.

On arrival at their base in Oman the Arbroath commandos were put to work during the coolest parts of the day, initially to erect a 'tented village'- which has been named Condor Sands.

The tentage and stores are provided by the Expeditionary Camp Infrastructure (ECI) package, which is pre-packed in containers readily available for deployment on expeditionary operations and exercises.

In true Royal Marine style, the camp was built within days of arrival: shelter, water, rations, toilets and even improvised showers were all ready at hand.

The training started in earnest with the Royals receiving all the mandatory desert lectures on survival, navigation, weapon and equipment care and, of course, tactics employed in this environment.

With this initial phase completed, 45 Commando embarked on to the amphibious warships, principally HMS Fearless and HMS Ocean, to conduct a period of amphibious training.

This package comprised surface drills, which involved the embarking and disembarking from landing craft from both ship and shore, and helicopters drills for troop movement from ship to ship and from ship to shore.

It was an opportunity for the commandos to hone their basic core amphibious skills.

This short package was concluded with a ship-to-shore raid using both landing craft and helicopters of HMS Ocean and HMS Fearless to effect a co-ordinated assault onto an objective ashore.

The mission was a great success and a fitting climax to the training period.

Fully acclimatised and with the appropriate skills required for the Exercise, the Royals conducted a comprehensive live-firing package.

With safety always a prime consideration, safety supervisors followed the commandos through the challenging ranges.

A variety of weapons were used – 5.56 mm rifle (SA80), LSW, the general purpose machine gun (GPMG), the 0.5 inch heavy machine gun (HMG) and sniper rifles.

Firing at multiple targets, whether in the open, in trenches or bunker positions, it was an ideal opportunity to test fire all these weapons in unison, which has not been possible back in the UK.

It proved both valuable and enjoyable, if also hard work.

The heat remains the main enemy during any training period and full consideration of the conditions is made before the troops begin any strenuous training.

The focus then turned to a unit-level exercise, followed by a Brigade-sized amphibious test before the main eight-day exercise with the Royal Army of Oman.

The Commanding Officer of 45 Commando, Lt Col Tim Chicken, said, 'So far the deployment has gone according to plan.

"The conditions are harsh, but once again the logistic element of the unit have excelled themselves by providing a sound camp infrastructure – a camp which we have affectionately named Condor Sands, after our home base RM Condor."

Auxiliaries are heavily committed to wargames

MORE than half the Royal Fleet Auxiliary flotilla is involved in some way in the exercises off Oman.

Ten of the 24 ships that make up the maritime element of Saif Sareea are civilian-manned RFAs, while a further two are actively involved in support of the exercise.

The four landing ships, RFAs Sir Bedivere, Sir Galahad, Sir Percivale and Sir Tristram, carried the Royal Marines of 3 Commando Brigade and their vehicles and equipment, much of which is currently off-loaded on to the beaches and into the Omani desert, where the Brigade is now operating.

The supply ships, RFAs Fort Austin and Fort Rosalie, support the ships at sea in the Group, and also the Royals ashore, enabling them to continue to operate in the environmentally-hostile desert.

Continuous supplies of water, food, stores, spares, fuel and ammunition are ferried in by helicopter and landing craft to sustain the troops ashore.

Both of these Fort-class ships have large flight deck and aviation facilities, and can embark and operate four Sea King helicopters.

In the Carrier Group, led by HMS Illustrious, the 32,000-tonne RFA Fort Victoria provides fuel, food and stores. This large "one-stop" ship is a combined Fleet Support Tanker and supply ship.

She also has extensive aviation support facilities and currently has embarked five anti-submarine Sea Kings of 820 Naval Air Squadron.

Acting as "mother" for the four RN mine countermeasures vessels (MCMVs) in the exercise, providing stores, fuel, food, engineering and repair facilities, is the Forward Repair Ship RFA Diligence.

The RFA ship has also been called upon to provide support for the RN nuclear submarines during the exercise.

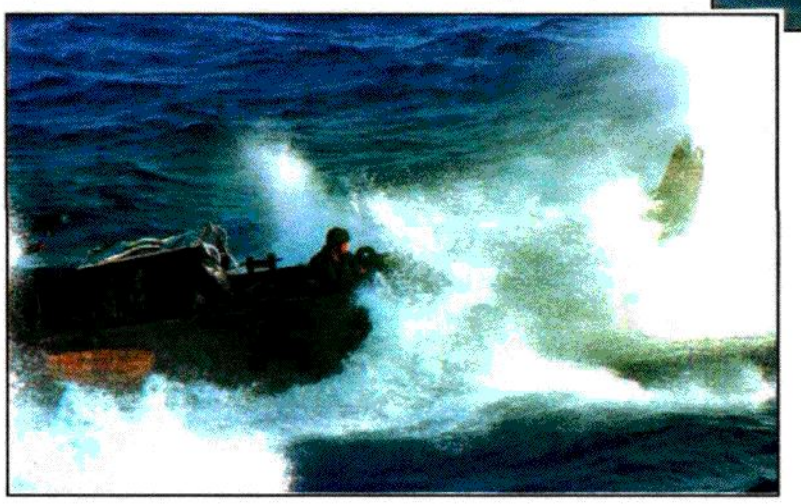
Finally, the RFA's two Strategic Heavy Lift ships, RFAs Sea Centurion and Sea Crusader, have been heavily involved in moving masses of Army equipment and vehicles (including Challenger 2 tanks) from UK and Germany out to Oman.

On completion of the Exercise, they will be tasked with bringing it all back home.

The Support Tanker RFA Bayleaf is permanently stationed in the Gulf area as Arabian Gulf Ready Tanker, and she too is participating in Saif Sareea.



● *A Royal Marine sentry keeps guard as helicopter carrier HMS Ocean goes through the Suez Canal.*





Falcon tags along

MINEHUNTER HMS Inverness picked up an extra passenger as the ship made her way through the Red Sea.

The bird of prey (pictured above) settled on the ship and tucked into a slap-up meal as she cruised south.

A quick dash for a camera resulted in the picture and and a question for Navy News – what type of bird is it?

The query was passed on to the RSPB website editor, Chris Harbard, whose swift reply was that it is a female kestrel (Falco tinnunculus), and although it lives in the area it could have been a tired migrant.

● *Left: A Royal Marines landing craft coxswain from HMS Fearless gets a soaking during boat drills while training with the Amphibious Task Group off Turkey, en route to the Middle East.*

More news from the Middle East – Page 23

People in the News



● *Rick Parfitt of Status Quo and his 12-year-old son Harry take a look around the bridge of HMS Ark Royal. The rock star won the trip to sea in the carrier in a raffle for King George's Fund for Sailors. With the guests is LOM Nlgel Parkinson.* Picture: PO(PHOT) Dave Coombs (HMS Ark Royal).

RN scholar in prestige programme

A ROYAL Navy officer has been afforded the rare honour of being invited to address students at the prestigious Woods Hole Oceanographic Institute in the USA.

Lt Cdr Roland Rogers, currently Military Advisor to QinetiQ Winfrith in the Sound Concepts Department, was one of the visiting scholars in the H. Burr Steinbach programme, which attracts the creme de la creme of academic minds to Massachussetts.

Lt Cdr Rogers was studying part-time at the University of Wales Cardiff for a PhD when his daughter Charlotte became friends with Emma Reeder on a flight to Boston in 1999.

It turned out Emma's father Ben was in the US Navy, and also studying for a PhD looking at bioacoustic scattering models.

Roland alerted Ben to a conference at the Southampton Oceanography Centre this Easter, and when the Reeder family flew over and stayed with the Rogers family in Gosport, the men discussed their studies.

As a result, Ben submitted the Royal Navy man's name for the visiting scholars programme, and when the students voted on the candidates Roland was successful.

He delivered three talks on his subject matter – achieving a balance between operational capability and environmental compliance using sonar as a case study.

Roland is to retire from the Navy next year.



● *CPO David Southwell*

Medal is presented on final day

NAVY diver David Southwell's last day in the Service was that little bit more memorable when he was presented with his Meritorious Service Medal marking 33 years of unblemished work.

CPO Southwell's career, which has covered every aspect of clearance diving, bomb disposal and underwater engineering, has constantly put him in dangerous situations, perhaps none more so than when, as a LS(D) during the Falklands, he was responsible for removing an unexploded bomb, and broken warheads, from the Seacat magazine of HMS Argonaut.

He had to ensure sudden movements did not jar the bomb in a compartment which was dark, oily and full of hazards – for which he received a commendation.

More recently, while serving at the clearance diving unit at Clyde Naval Base, David received a commendation for his involvement in the clearance of around 4,500 British incendiary bombs from the coastline of Western Scotland.

Award is gifted to MOD salvage team

A CHERISHED medal given to a former MOD Chief Salvage Officer has been presented to his former colleagues on his death.

Ferris Morton, who was awarded the OBE in 1995, led the MOD's salvage team that raised the sunken Argentinian submarine Santa Fe from Grytviken harbour in South Georgia.

The gifting of an award such as an OBE to an organisation is rare, but it was one of Mr Morton's final wishes – he had always insisted that the award was given for team effort, regarding himself as the custodian of the medal.

The recovery of the Santa Fe was Mr Morton's final operational task, and was vital to the safety of Grytviken.

The task was made more difficult by the presence of high explosives on board, the location's remoteness and the notoriously unpredictable weather.

The submarine, sunk during the Falklands War, was subsequently moved and sunk in deep water, clear of the islands.

Padre wins Green Beret

A ROYAL Navy cleric has put himself through the gruelling Royal Marines Commando training course so that he can offer support to troops in battle.

Methodist minister the Rev Tim Wilkinson, aged 37, won his coveted Green Beret by completing the arduous physical and mental challenges of the six-month Royal Marines training course.

It now means he can be deployed to offer pastoral care and other support behind the front line. He will not, however, use a gun in battle.

His first duty since winning the beret was in Exercise Saif Sareea in Oman.

Tim, who has three children and lives in Yorkshire, is based at the Commando Logistics Regiment at Chivenor in Devon, and trained at Lympstone.

Medic rushed to aid of injured crane driver

A NAVAL medical assistant has received a personal commendation from Commander British Forces Gibraltar in recognition of his achievements and service to the Rock over the past year.

MA Wayne Waugh attended an accident at the Dockyard in Gibraltar in June 2000, when a dockside crane had toppled into the water, trapping its driver.

According to the commendation: "MA Waugh accompanied two medical officers in an inflatable boat and rendered invaluable care to his patient while trapped and after release.

"After the patient's subsequent cardiac arrest, MA Waugh maintained his composure and was able to secure an airway by performing a very technically demanding endotracheal intubation, and continued to assist in the further attempts to resuscitate his patient.

"Despite the resuscitation being ultimately unsuccessful, MA Waugh's contribution was sustained and laudable."

Wayne currently works at the Accident and Emergency unit at the RN Hospital in Gibraltar.

Sea-rider couple

THE NAVY has its first married sea riders.

Husband and wife Lt Cdrs Mark and Pippa Pomeroy joined the Flag Officer Sea Training organisation from HM ships Sutherland and Campbeltown respectively, and will join ships training in the West Country under the auspices of FOST – an activity known as sea-riding.

Mark, a Marine Engineer Officer, and Pippa, a Supply Officer, will instruct Royal Navy and foreign warships and auxiliaries, NATO and otherwise, from the FOST base in Devonport.

VIP ceremony

A NAVAL Senior rate has been awarded his Long Service and Good Conduct Medal by the Governor General of Antigua and Barbuda, Sir James Carlisle.

CPOMEA(EL) Kevin Smith is currently serving with the British Military Advisory Training Team (BMATT) as an electrical specialist instructor to the Islands Coastguard and Marine Police Units in the Eastern Caribbean.

Alice retires

THE LONGEST-serving Civil Servant at Culdrose has retired after almost 40 years.

Alice Bailey joined the Civil Service in 1959 at Taunton, moving to Culdrose in 1962. She has been Staff Officer (Flying Training), administering flying courses, since 1976 – so there are few aircrew officers who have not come into contact with Alice over the years.

Gifts from her colleagues included a solid silver dish and a letter opener in the shape of a Celtic cross made of Cornish tin.



Rowers take the plunge

OLYMPIC gold medallists Matthew Pinsent and James Cracknell forsook boats for a chance to go underwater at the Defence Diving School.

The two rowers were pronounced fit to dive at the HMS Nelson medical centre, and headed straight to Horsea Island in Portsmouth Harbour, where they were briefed by the school's Commanding Officer, Cdr Chris Ameye.

The pair were given an underwater tour of the Horsea Island lake, diving to seven metres and seeing the helicopter and recompression chamber placed on the bottom for recreational divers.

After lunch the rowers used historic Standard Diving equipment in the school's five metre training tank.

The visit was arranged through Abbie Turner, a physiotherapist at the Nelson medical centre, who works with the British rowing team.

■ CHILDREN from West Hill Park School have also visited the school as part of the school's leavers programme.

The 24 13-year-olds and two teachers were briefed on the roles of RN divers, and saw diving equipment in use by Royal Engineers.

● *Olympic champion rower Matthew Pinsent in Standard Diving equipment at Horse Island.*

Penfriends

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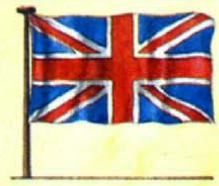
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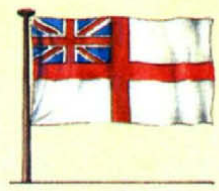
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Magic Merlin lifts off at Culdrose



THE FIRST front line Fleet Air Arm squadron equipped with the new Merlin helicopter was created when 814 Naval Air Squadron rededicated at Culdrose on October 5.

The Squadron operated Sea King Mk 6 helicopters until November last year and its air and ground crews have been training to operate the Merlin operationally ever since.

Defence Procurement Minister Lord Bach commented: "The rededication of 814 Sqn is a major milestone in brining this very impressive helicopter into front line operational service. The Merlin is a world leader and a hugely capable, multi-mission aircraft.

"It will provideb the Royal Navy with a powerful and flexible platform that is more than able to meet the challenges of the 21st century environment in which it will operate."

814 Sqn will form the anti-submarine (ASW) element of the Carrier Air Group of the newly refitted HMS Ark Royal. Aircraft of the squadron have already embarked in the ship and successfully conducted a series of Sea Acceptance Trials.

Further embarked trials will take place during the Autumn and in the Spring the squadron will join the Ark for work-up leading to full operational capability by late May.

The squadron will initially embark with four Merlins and will eventually be equipped with six.

The world's most advanced ASW and anti-surface warfare (ASuW) helicopter, the Merlin HM Mk 1 entered service with the Royal Navy in December 1998, since when it has undergone intensive trials, both at home and abroad.

Forty-four Merlin Mk 1 aircraft have been ordered for the Royal Navy to replace the Sea King Mk 6. Although designed for use in the ASW role, the Merlin, with its sophisticated sensor suite, is equally capable in the ASuW role. It is larger and faster than the Sea King and has the most advanced engineering and electronics of any aircraft of its type.

While at Culdrose, Lord Bach presented the crew of Rescue 86 from 814 Sqn with the Boyd Trophy 2000, awarded annually to the Naval aircrew achieving the finest feat of aviation.

It recognised Rescue 86's outstanding performance in the rescue of 12 stranded passengers from the Greek ferry Express Samina.

On September 26, 2000 HMS Invincible was conducting a fixed and rotary wing day and night flying programme in the Mediterranean.

It was a particularly dark night with no visual horizon and strong winds of 30 knots gusting to 40 and high seas.

The duty Search and Rescue crew, Lieutenants Gary Milton, Al Hinchcliffe and Tim Hayden and LACMN Nicholas Hipkin responded to a Mayday call from the Express Samina and found survivors clinging to a low-lying rock that was constantly buffeted by strong winds and large waves. The proximity of the rock to the high ground of treacherous, unfamiliar cliffs made the task of positioning the aircraft extremely difficult and required the absolute attention and direction of the whole crew.

With only limited visual references to guide him, Lt Hinchcliffe maintained his position for 45 minutes, assisted throughout by Lt Hayden. In the rear of the aircraft Lt Milton concentrated on winching the survivors up into the aircraft while LACMN Hipkin, acting as double liftman, with little regard for his own safety, battled with the appalling conditions to rescue all 12 individuals.

Once all the survivors had been recovered, Rescue 86 returned to HMS Invincible where the casualties were handed over to medical teams. The crew then returned to the scene of the disaster and continued to search for nearly three hours.

By the time they returned to the carrier and shut down, they had flown for more than four hours after a 19-hour working day.

The citation to the award read: "The situation faced by the crew of Rescue 86 that night was beyond anything they had previously experienced.

"Throughout the whole mission the crew displayed outstanding skill, professionalism and teamwork under the most extreme pressure.

"With scant regard for their own safety, and in appalling conditions, they pushed themselves to the limit in order to ensure the survival of the stranded passengers. This was truly a remarkable feat of aviation and is thoroughly deserving of the Boyd Trophy."



● *MERLIN MILESTONE: Defence Procurement Minister Lord Bach at the rededication of 814 Naval Air Squadron*

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Purple hue for Golden Jubilee

NEXT year's Golden Jubilee visit to the Armed Forces by the Queen will allow her to see modern Servicemen and women in a range of tasks.

As well as being a truly 'purple' event, with equal contributions from all three Services, the private visit to Portsmouth, on June 27, will show the Queen the wide capability of the Services in the 21st century.

The first part of the event will be hosted by HMS Excellent at Whale Island, where the Queen and the Duke of Edinburgh will be greeted by senior officers of the three Services, with a tri-Service guard of honour and a tri-Service band on ceremonial duties.

The royal party will first see static displays, giving them a chance to meet and talk to Servicemen and women alongside their equipment, including those of the support organisations.

From a viewing platform, the VIPs will then see three different live-action scenarios played out, with themes based on entry into theatre, war fighting and peacekeeping.

Several hundred spectators – families of the personnel chosen to participate in the event – will also watch the scenes from galleries.

Lunch for the royal party will be prepared by Service chefs, and a deliberate cap will be placed on ranks at each table to ensure junior members of the Forces are well-represented.

The, focus then moves to the Naval Base, where current aircraft from all three Services will take part in a display lasting around 20 minutes which will also feature maritime and land forces.

The visit will conclude with the Queen boarding a minehunter for a steam-past of warships down the jetties of the Naval Base.

Second TV channel for the Balkans

A SECOND TV channel is to be launched, initially in the Balkans only, as part of a package of measures to improve the welfare of British servicemen and women deployed on operations.

The new channel, British Forces Broadcasting Service (BFBS)2 will open on December 22 and broadcast for six hours each evening, seven days a week.

It is aimed at single and unaccompanied servicemen and women in the 18-30 age range, with an emphasis on films, comedy, music, "gritty documentaries" and sport, including live Premiership, Scottish Premiership and Nationwide League games.

The original channel, to be known as BFBS 1, will be unchanged, ofering drama, sport, soaps, news and current affairs, entertainment and children's programmes. Both channels will be available to RN ships for the first time, provided they have appropriate receiving equipment installed and while operating within the footprint of the satellite.



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Broken marriages, split pensions

SINCE the Welfare Reform and Pensions Act 1999 came into force, the treatment of pension rights on divorce has become an important, and at times, a highly-contentious issue, *writes William Donnelly of Churchers.*

The Act gives spouses the right within divorce proceedings to make significant claims against pensions held by the other party to the marriage.

The Act is therefore of great importance to Service personnel who will accrue valuable benefits under the Service pension schemes.

It will have a significant effect on any divorce involving Servicemen and women, and it may be helpful to explain what Orders can be made.

There are three ways to treat pension rights of parties to a divorce:

■ **Pension Sharing Orders** (PSOs) came into force as a result of the Act, and can be made in any case where a divorce petition was issued after December 1, 2000. They allow a Court to divide (or split) individuals' pension rights to provide retirement or death benefits for the other spouse as to both lump sum and income.

■ **Offsetting** is where the value of the pension is offset against the value of other assets to provide a fair division; for example, the matrimonial home is transferred to one spouse and set off against the value of the pension which is retained in its entirety by the pension holder.

■ **Earmarking Orders** are where the Court can require the trustees or manager of the pension scheme to divert a portion of the pension, and/or lump sum, to the non-owning spouse, but the Order only takes effect at the time that the pension is drawn. The difference between this and a PSO is that under the latter ownership of the benefits transfers into the name of the other spouse, but with earmarking, ownership of the benefits remains with the pension holder.

At the time of a divorce, each of these options will have to be looked at and a decision made as to which is the most suitable to provide a fair division of the matrimonial assets.

Earmarking Orders, which have been available since 1995, are rarely used because they prevent a clean break following a divorce, and they are liable to variation on a change of circumstance and, more importantly, cease to have effect on the re-marriage or death of either party.

If the pension holder was therefore to die before drawing the pension, the spouse's rights under the Order would die with him and the spouse, in certain circumstances, could receive nothing.

It is more likely, therefore, that in negotiating over pension rights the decision will be whether there should be pension sharing or offsetting.

Service personnel with a number of years service will have accrued a valuable pension and are likely to want to preserve their pension benefits, but must understand that in so doing, they must consider sacrificing claims against other assets in which they have an interest, such as the matrimonial home, if they are to achieve this end.

Of course, a PSO may be the only option available if there are no other funds or assets.

In those circumstances, unless the pension holder can raise a reasonable lump sum, pension sharing may be the obvious and only solution.

However, the main reason for a PSO is so that after divorce, both parties receive adequate pension provision.

The Act was designed to protect the spouse, usually the wife, who has not worked but has contributed to the family in other ways, for example, bringing up the children, and has therefore not accrued any pension but has enabled the other spouse to work full-time and make a full contribution towards a pension scheme.

How much of a claim a spouse has against the other spouse's pensions will depend on numerous factors, including the ages of the parties, length of the marriage etc.

Orders can be made for any percentage of the pension to be transferred to the spouse, and although it is not likely to be more, it is not necessarily limited to 50 per cent.

PSOs can only be made by Court Order, so can only be made at the time of a legal divorce. Parties cannot agree to share pensions.

It should also be noted that a pension in payment can be shared. If a Serviceman has left the Service and is in receipt of a pension, a PSO can still be made in favour of his spouse.

Once a PSO has been made, the pension rights set up for the spouse will never revert back to the original pension holder.

If, therefore, a spouse who has received the benefit of a PSO were to die prematurely before he or she has started receiving the benefits of the pension, it is possible that no benefits under that scheme will be payable whatsoever.

It has also been made clear that in the uniformed Services, the pension schemes will insist on the retirement age of 60 for the recipient spouse under a PSO with no flexibility.

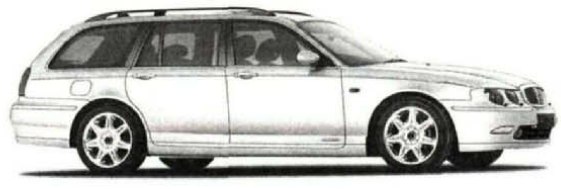
This means a Serviceman could leave the Service as young as 40 and draw their pension, but after a pension share, the ex-spouse's pension will not start until he or she is 60.

In the case of a sailor and his wife, both 39, after a pension share, his pension starts in one year when he is 40, but his ex-wife's pension starts in 21 years when she is 60.

It should also be noted that Armed Forces pensions are Public Service pensions and do not give rise to a cash fund which can be transferred into another scheme.

After pension share, the recipient spouse will, in the circumstances, have their own Service pension created, which in the case of the Navy, will be managed by the Naval Pay and Pensions Office at Centurion Building in Gosport.

■ ***William Donnelly has 15 years experience in family law. Churchers Solicitors have offices in Gosport, Fareham, Portsmouth, Cosham and Lee-on-the-Solent.***

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Financial group aims to serve those who serve

A NEW specialist financial group which deals exclusively with the Armed Forces has been launched.

Affinitas is headed by a team of experienced financial services professionals and former senior Services personnel, including former Vice Chief of the Defence Staff Air Chief Marshal Sir Patrick Hine and Rear Admiral Andy Gough, whose last appointment before retirement in 2000 was as Assistant Chief of Staff at SHAPE in Belgium.

The new group, whose philosophy is 'serving those who serve', currently offers motor, home and travel insurance, breakdown cover and kit insurance to active, retired and reserve members of the British Armed Forces and their families.

Based at its Member Service Centre in Colchester, Affinitas aims to expand the range of products and services it offers in the coming months.

Affinitas chief executive Simon Lee said: "Affinitas has the single aim of becoming the natural provider of choice for insurance and financial services to the British Armed Forces.

"Our mission is to offer unparalleled levels of customer focus, personal service and genuinely innovative products.

"The combination of financial services experience and ex-Service personnel ensures we have a first-hand understanding of the particular needs of Servicemen and women."

The chairman of Affinitas, Bill Cooney, added: "The lifestyle of the Armed Forces is unique.

"This has meant they are often treated as the exception rather than the rule.

"For Affinitas they are the rule rather than the exception.

"Looking out for our members' best interests, ensuring that they get the best deal and excellent service are at the heart of our philosophy."

Specific products such as motor and home insurance take the Armed Forces lifestyle into account – acknowledging that possessions are not at much risk when they are secure in a patrolled area.

Affinitas can be contacted at PO Box 6575, Colchester CO4 4FG, tel 0800 316 1 317, fax 01980 847849, website www.affinitas.com

Insurance assurance

NAAFI Financial has issued a statement assuring customers over possible deployments to Afghanistan.

In a press release, the group said: "There have been many announcements over the past few days from those involved in the Life Assurance industry, stating that they were unwilling to take on any new business from those serving in the Armed Forces because of the current international crisis.

"It seems to us that the philosophy in the industry is – we will sell you insurance when you don't want it, but not when you need it," said Al Voice, Managing Director of NAAFI Financial.

Mr Voice has confirmed that, in the event of the deployment of military personnel resulting from the current crisis, NAAFI Financial would continue to provide full Life policy benefits to existing customers in the Armed Forces who hold their Personal Accident Insurance and Payment Protection policies.

He also confirmed that new customers wishing to take out this insurance "will also receive the same high level of cover."

"NAAFI Financial Personal Accident Insurance has been designed to provide military personnel with a level of cover which would greatly benefit the policyholder and their families in the event of a disabling accident," the release continued.

"All NAAFI Financial products have been developed considering the unique lifestyle and commitments of members of HM Forces.

"Customers who have a NAAFI Financial Kit and Contents Insurance policy can be assured that this comprehensive cover will also protect their belongings during this period."

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Helping Hands



Runners take gun to town and back

THE FIELD Gun crew from HMS Neptune have raised £2,000 for sick children by taking their gun to town and back.

The crew – there were 18 men and women running with the gun at any one time – took the one-tonne field gun from HMS Neptune to Helensburgh and back, a distance of about 12 miles.

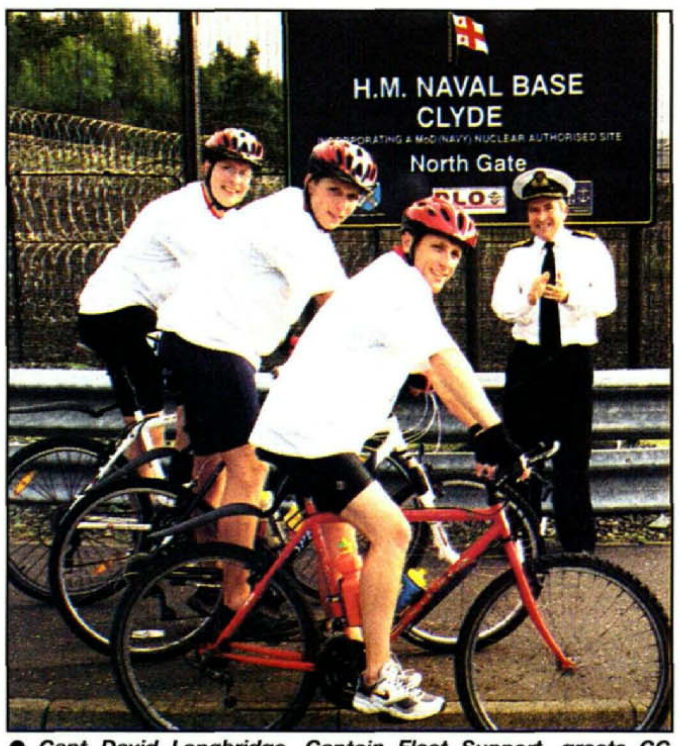
Warm conditions made it tough going, but the aggregate time was around 2h 30m – which sets them a target to beat next year.

The money raised by the gun runners' efforts will go to the Schiehallion unit at Yorkhill Hospital in Glasgow – a cancer ward for children.

The main sponsors for the run were Gareloch Support Services, Helensburgh Tyre Services, Helensburgh Co-op, Ensign Motifs, Wellman Defence, Babcock International (BES Division) and Shearwater Marine Services.

● ***The HMS Neptune gun runners set off from Clyde Naval Base at Faslane for Helensburgh, six miles down the road.***

Cyclists pay respects to victims of Somme



● ***Capt David Langbridge, Captain Fleet Support, greets CC Smudge Smith, CPO Si Warden and CPO Robbie Robson as they pass Faslane in the final stages of their cycle ride in Scotland.***

THREE Royal Navy cyclists have completed a memorial sponsored cycle ride around the Somme, raising almost £4,800 for the Poppy Appeal.

Lt Cdr Clive Rawson, Lt Chris Canning and PO Michael Weston travelled to France early in the summer, visiting 152 out of 246 cemeteries and memorials commemorating the 125,000 dead from the First World War buried in the Somme region.

The trio, who serve at RN air station Culdrose, also took photographs of those resting places for relatives and friends of the dead.

They were actually in the saddle for 18 hours and 24 minutes, cycling from Laillemont in the north to Bray in the south, from Rancourt in the east to Warloy Baylon in the west.

Clive said: "Although it may seem rather a morbid trip, in fact every cemetery we visited exuded a calm, peaceful and welcoming aura.

"One of the biggest cemeteries we visited, Serre Road No 2, has more than 7,100 graves, of which 5,000 are unidentified.

"It was breathtaking in size and the scale of the sacrifice represented there is quite overpowering.

"The British front line was only 20 miles long, but we rode a total of 215 miles from our base in Auchonvillers.

"The trip included visits to Beaumont Hamel British Cemetery, the memorial to the Accrington Pals, the French National Cemetery and the monument to the 63rd Division of the Royal Navy, where we placed a wreath from sailors to sailors."

Their lodging in Auchonvillers was appropriate as it was used as an advanced dressing station, a communications post and an ammunition store, and the cellar still carries the chalk carvings made by soldiers taking shelter.

The money raised will help the Royal British Legion towards their target of more than £20 million, and a contribution will be made to the work of Combat Stress, which works with ex-Service people suffering from mental trauma.

Further details: *www.cycling.thesomme.btinternet.co.uk*

Scottish tour yields £500

THREE men from Clyde Naval Base cycled 70 miles around Western Scotland in order to raise funds for the Lomond Early Stimulating Association (LESA).

CC Smudge Smith, CPO Si Warden and CPO Robbie Robson took on the Rosneath Peninsula, Bute and Cowal Peninsula, several ferries and numerous hills – and they hope their efforts will have yielded around £500.

They were greeted in the final stages by their boss, Capt David Langbridge, Captain Fleet Support, and finished their ride a few miles up the road at Helensburgh.

LESA helps children aged up to three who have special educational needs.

RN chaplain to swim back

A ROYAL Navy chaplain who has been raising money by swimming the mileage between Helston and Portsmouth has decided to make the return trip as well.

The Rev Mike Brotherton, chaplain at RN air station Culdrose, aimed to swim the 237 miles in the pool by the end of 2001.

But he finished with plenty of time to spare – so has decided to keep on raising cash.

Mike has raised almost £1,500 so far for the Swim for Life, to combat muscular dystrophy.

The physical training instructors at Culdrose presented Mike with a cheque for £174 raised at the station's Air Day – and handed over in the pool, naturally.

Mike can be contacted at the Chaplaincy, RNAS Culdrose, Helston, Cornwall TR12 7RH.

Air ACEs

THREE teams from the RN School of Aircraft Control at Yeovilton took part in a gruelling adventure series to raise money for the air station's charities.

The teams entered Round Three of the UK ACE (Adventure, Challenge, Endurance) race in the Forest of Dean and Monmouthshire, which consisted of cross-country/orienteering, a four-hour mountain bike navigation trial, an exacting 90-minute night navigation phase in dense forest in pitch-black conditions, a nine kilometre paddle down the River Wye in inflatable canoes, and a 15km adventure run which saw the teams on top of most of the peaks in the county.

The three Yeovilton teams were supported by a two-strong back-up squad who kept them fed and watered.

Morocco date

THE BRITISH Lung Foundation has organised the Morocco 0_2 challenge, a fund-raising cycle ride next spring.

Details of the ride, which is suitable for anyone of average fitness, are available from Samantha Gosling on 020 7831 5831, fax 020 7831 5832, e-mail *cycling@britishlungfoundation.com*. The BLF website is at *www.lunguk.org*

Andy weaves his magic

A ROYAL Navy petty officer has worked some magic while at HMS Collingwood.

CY Andy Burns, of the Communications Facility, staged a magic show for students of the Shaw Trust, Harbour Enterprises, based in Portsmouth.

Andy – known as AndyCadabra – has been entertaining audiences for years, and has now developed a show lasting two hours which features magic, games and balloon-animal making.

The Shaw Trust centre provides support to people with mental health problems, and Collingwood has supported the group in a variety of ways, including DIY tasks and the donation of a digital camera, and a TV and video system.

Reception launches appeal

A CHAMPAGNE cocktail reception at the Wardroom at HMS Drake helped launch an appeal for a prostate cancer unit at Derriford Hospital in Plymouth.

The Chestnut Appeal aims to provide state-of-the-art equipment for the unit.

The patron of the appeal, Maj Ronald Ferguson, attended the event, which included a charity auction and music from the Drake Volunteer band and the Tavistock Blozone wind band.

Major Ferguson said: "I am a patient. I was diagnosed in 1996. It is extremely important that we talk about this killer.

"It is the most common male cancer, second to lung cancer.

"At the moment, about 200 men a week die from prostate cancer."

A target of £1 million has been set by the appeal, and the Drake event – supported by more than 170 people at the Naval Base – raised more than £8,000 from a charity auction and donations.

The creation of the Chestnut Appeal was the idea of Jenny Ashdown, who is Sister in Urology Research at Derriford Hospital.

Footballers at coffee event

A COFFEE morning at HMS Collingwood attended by some First Division footballers has raised almost £850 for Macmillan Cancer Relief.

The players – Carl Tiler and Rory Allen of Portsmouth, who use the Navy's weapon engineering and communications training establishment for football training – signed autographs and made their contributions towards the World's Biggest Coffee Morning.

More than 700 people took part in various events around the establishment, raising £846.

Butser Hill replaces Snowdon challenge

WHEN a national charity challenge was cancelled because of the foot and mouth crisis, sailors from HMS Sultan took part in a replacement event on their own doorstep.

The establishment has for many years entered teams of 12 volunteers in the National Multiple Sclerosis Snowdon Challenge, setting record times for the past six years.

This year Sultan entered two teams to carry an MS sufferer in a wheelchair around an eight-mile orienteering course at the Queen Elizabeth Country Park near Petersfield in Hampshire.

Teams from as far afield as Nottingham competed.

One of the Sultan teams again took the honours, carrying Carol Miller from Solent MS.

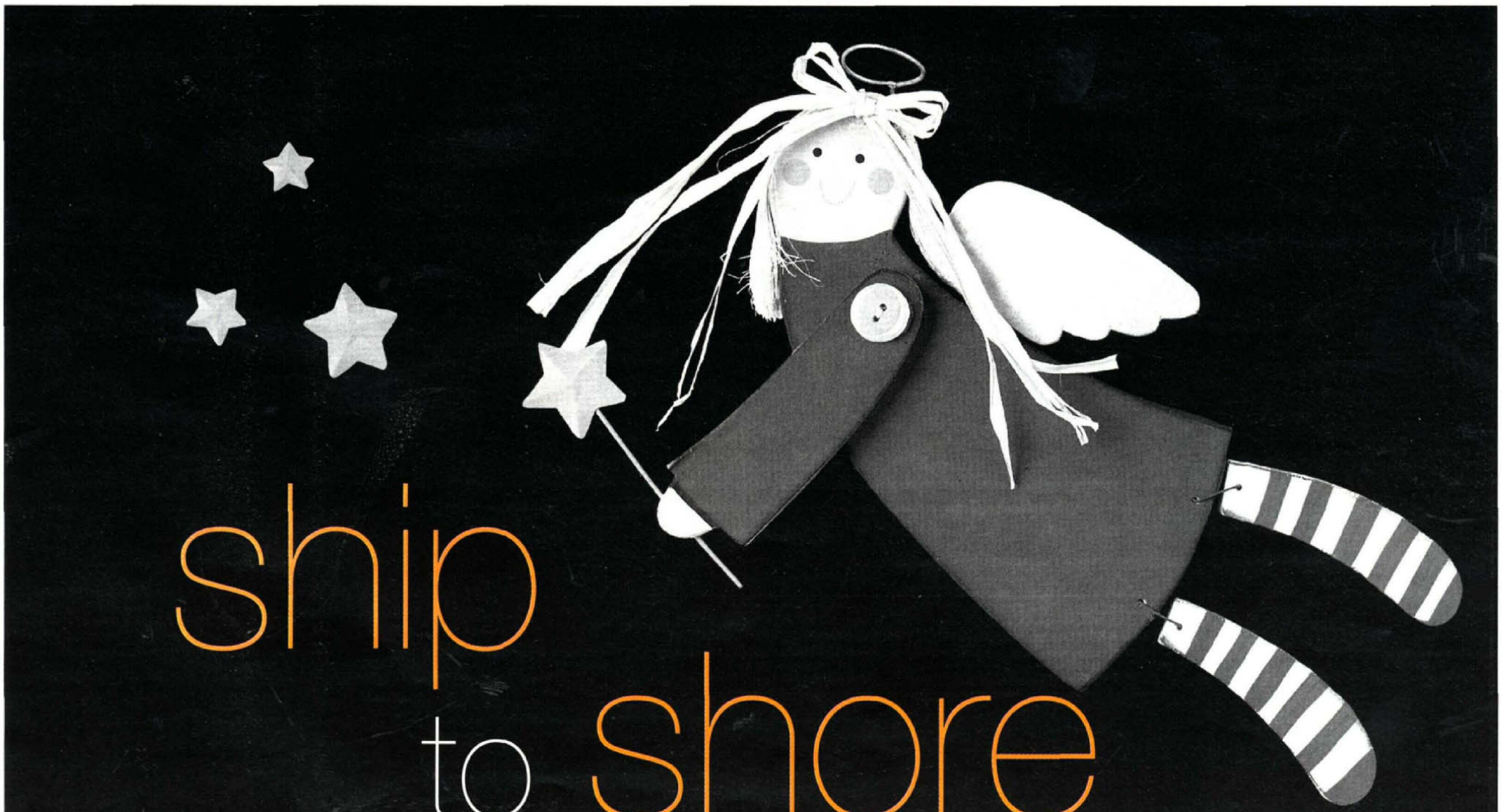
The Navy teams raised £800 for the charity, and a further £500 will be added from funds raised at the HMS Sultan Summer Show.

■ A TEAM from Collingwood also took part in the challenge.

The nine officers and ratings, known as the Collingwood Marauders, took three hours to carry MS sufferer Mrs Angie Alexander around the course, and they hope to have raised more than £400 for the cause.



● ***The team from HMS Sultan carry Carol Miller, of Solent MS, around an eight-mile course.***

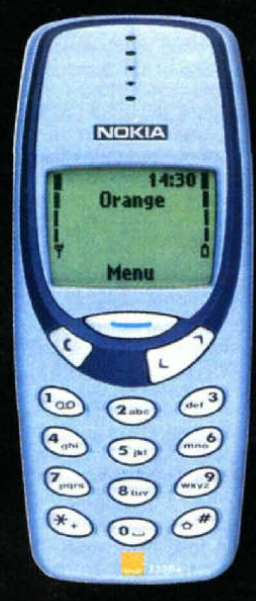


ship to shore

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● First Sea Lord Admiral Sir Nigel Essenhigh inspects the guard of honour on board the Chinese destroyer Shen Zhen.



Chinese visit forges links

Pictures by PO(PHOT) Dave Coombs (HMS Ark Royal)

WITH the red flag of China and the Union Jack snapping side-by-side in a stiff wind off the Solent, the Cold War was pushed further into the past as a neat 6,000-ton destroyer and support ship of the People's Liberation Army Navy made a significant visit to Britain.

The task group which pulled into Portsmouth may have been modest, but as global political alliances and relationships are realigned in the wake of the terrorist attacks on America, the first formal visit by Chinese warships since the 1949 revolution was of great importance to the Royal Navy – important enough for First Sea Lord Admiral Sir Nigel Essenhigh to greet the guests.

On an auspicious day – it was both the 52nd anniversary of the founding of the People's Republic of China, and the Chinese mid-autumn festival – the senior Chinese officer told an enthusiastic audience, many of them members of the British Chinese community, that he was confident the visit "will further promote the friendly relationship between our two countries and our two navies."

Rear Admiral Wu Fuchun, Chief of Staff of the East Sea Fleet, added: "We wish the people of Portsmouth a happier life; we wish the Royal Navy much stronger."

The occasion had begun with a lion dance on the jetty the previous day, and many sailors from the Shen Zhen and tanker Feng Cang, resplendent in cream jackets and blue trousers, had already made their way into Portsmouth and beyond by the time the formal welcomes were made by the Commander of Portsmouth Naval Base, Commodore Paul Boissier, the First Sea Lord and Admiral Wu.

Aircraft carrier HMS Ark Royal acted as host ship for the visit, and provided personnel for a guard of honour at the welcoming ceremonies, as well as inviting Chinese sailors on board their ship.

Admiral Essenhigh then met Admiral Wu in the wardroom of the Shen Zhen, and although the conversation was at times disjointed as it passed through the intervening translators, the tone was always warm, with each man generous with his compliments.

Admiral Essenhigh remarked that Shen Zhen – which had hosted him for a day at sea in June during his visit to China – looked very smart, considering she had left Shanghai more than a month before.

"When I came back from China I told my people I had seen a new ship which set new standards of cleanliness and smartness," said the Admiral.

"I will now tell them that even after 15,000 miles at sea it still looks smart."

Admiral Wu said his staff were expecting to learn from their hosts.

"We shall learn many aspects from the British Royal Navy, such as the management of ships and also how to train the gifted officers," he said.

Admiral Essenhigh spoke of the need for new training and thinking for coping with situations where there was no clearly-defined enemy.

"Using maritime forces in support of global peace and global stability is a much more difficult task than training for war fighting," he said, adding that he was encouraged by his Chinese counterpart's views on the subject.

Although no exercises were planned for this year, invitations for further visits were pressed home.

"We need to realise the huge significance of this visit – it is the first time a Chinese task group has made a visit to the UK from the Chinese homeland – and how very pleased we are that the ships are here," said Admiral Essenhigh.

He said he had no doubt there would be more such visitors, and hoped that Chinese ports would feature on future Royal Navy deployments, as well as more formal exercises between the two navies.

Admiral Wu responded: "We warmly welcome Royal Navy warships to visit China next year; also we expect the Admiral to visit China again next year.

"According to a Chinese saying, friends become closer and closer when they have more visits."

Shen Zhen – the first of her class and only commissioned in 1999 – and Feng Cang had already visited Germany by the time they reached Portsmouth, and were scheduled to call in at France and Italy before returning home.

■ Newsview – page 22



● First Sea Lord Admiral Sir Nigel Essenhigh greets Rear Admiral Wu Fuchun (above left), while HMS Ark Royal, which hosted the Chinese warships, provided a guard of honour for the ceremonial welcome (left).

Day at sea offered to would-be chaplains

HMS ARK Royal is helping boost the numbers of Royal Naval Chaplains by offering potential new recruits the chance to experience life at sea.

The Naval Chaplaincy Service in the Second Sea Lord's Department is looking to recruit at least four from civilian ministry this year.

The Rev Terry Maze told *Navy News*: "Ark Royal has very kindly offered anyone showing a strong interest in becoming a Naval Chaplain 24 hours at sea.

"This will give them a unique insight into sailors' life at sea. We recruit from the major UK churches and are keen to show them first-hand what they will experience by living onboard for probably the first time in their lives.

"Ships' chaplains live in close proximity with their people for 24 hours a day and share their working and social lives – experiencing the demands these put on individuals and their families. You just don't get that kind of close working pastoral relationship outside the Royal Navy."

The RN is recruiting chaplains from all the major churches and the NCS wants to hear from priests and ministers, male or female.

Tel 02392 727116 for details.

Clearance divers to mark 50th

THE ROYAL Navy's Clearance Diving Branch is preparing to celebrate its golden jubilee next year, and a range of social gatherings is being arranged in tandem with official ceremonies.

May Bank Holiday weekend forms the focus of the social events in Portsmouth, which begin with a 'stag night reunion' at the Home Club on Friday, May 3 – tickets at £15.

The weekend then moves on to a more formal occasion with a dinner dance at the Guildhall on May 4 (tickets £30) and the following morning will see a church service in the chapel at HMS Excellent, Whale Island.

Further details and booking forms from Les Sharpe (023 92655711) or Rob Hoole (023 92789524).

Sheffield in Sheffield



Gunnery Officer Lt Cdr Rex Cox leads the ship's company of the Type 22 frigate HMS Sheffield as they exercise their Freedom of the City of Sheffield.

The Royal Star & Garter Home for disabled ex-Service men & women in Richmond, Surrey, *presents*
(Registered Charity No. 210119)

The Odyssey Timeship Project 2001

For everyone who is a serving member of Her Majesty's Armed Forces and all ex-Service personnel, their families and friends

This Remembrance Day record your history, or that of a loved one, for posterity

The Odyssey Timeship Project aims to create a significant historical record of the Armed Forces in the 20th and early 21st centuries, which will be stored at the Imperial War Museum and not opened for 100 years, providing a unique archive for historians in the future.

For only £10, you can purchase a "ticket" for the Timeship, which will entitle you to enter your Service details, up to 500 words and 2 photographs, which will be preserved for posterity. Family members and friends can also make an entry on behalf of a loved one. Irrespective of whether you served in any conflict, your story will still be of great historical interest for future generations.

Everyone who joins in will be contributing to the Home's future, helping to ensure that this unique facility will always be here to care for disabled ex-Service men and women.

Log on to: www.OdysseyTimeship.com and follow the online instructions or contact us to make a postal application.

Remember, this is your opportunity to give tomorrow's children something history books can never provide - a personal account of Service life in the 20th and early 21st centuries. Please play your part and get involved.

If you would like to know more about how you can take part in this unique event, or would like a postal application form, contact:

Tony Maher, The Royal Star & Garter Home, Richmond, Surrey, TW10 6RR or call him on 020 8439 8114.
E-mail address: tony.maher@starandgarter,org

Let history know you were there.





ODYSSEY TIMESHIP
www.OdysseyTimeship.com

At Your Service

Reunions

River Class Association: Have just held their reunion at Leamington Spa. Will you be at the next one? With the secretary of the Association having just crossed the bar, there was a fear that the Association would fold. In the meantime contact Mike Crowe, 7 Heath Road, Lake, Sandown, Isle of Wight. PO36 8PG.

HMS Tiger 1958-78: All commissions, all ranks welcome. We are fast becoming a growing Association and with your help we can be bigger. Annual reunion for 2002 to be finalised. Meet old shipmates and make new friends. Newsletters. Contact 'Doc' Porter, 54 Wrensfield Road, Newtown Estate, Stockton on Tees. TS19 0BD. Tel: 01642 644389.

November

HMS Coventry (1942): Old hands, relatives, friends are invited to an Armistice and Reconciliation Service at Coventry Cathedral on Sunday, November 11: meet at the cathedral at 1000. A service in the Naval Room will follow. HMS Coventry (Falklands) welcome. Further details from Tiny Gough on 0151 733 9514.

Fast Minelayers Association S.E. Branch will meet at the RBL Club Kennington on November 19 at 1200. New members welcomed. Contact Ray Moore, 89, Watling Road, Norwich NR7 9TG, tel 01603 437652.

December

HMS Coventry: A decommissioning CTP will be held in HMS Drake 1830-2000 on December 13. Invitation is open to all former officers (DD and FF). Enquiries to F2 SQN POWTR, Room SO4, Tyne Building, HMNB Devonport, Plymouth PL2 2BG (tel 01752 553740 ex 67131), enclosing a cheque for £5 which should be made payable to *HMS Coventry Wardroom Mess Fund*.

March 2002

HMS Loch Fada 1944-67 reunion will be held in Blackpool in March 2002. Wives and sweethearts welcome. Contact Bob Harris on telephone number 023 8039 1848 or e-mail *bobharrislochfadaf390@tinyworld.co.uk*

HMS Venerable Association: Reunion March 15-18 at the Royal Court Hotel, Keresley, Coventry. Fully booked at present but reserve list operating. All enquiries to Bas Redfern, 'Hazeldene', 64, Coppice Road, Talke, Stoke on Trent ST7 1UA, tel: 01782 784876.

HMS Glory Association 1943-56: Next reunion and AGM will be held at the Trecarn Hotel, Babbacombe, Torquay, on March 22-25. For further details, contact B.M. Skam, 15, Tenterfields, Great Dunmow, Essex CM6 1HH, tel 01371 873106.

April

Aircraft Handlers Association: Reunion, April 12-14 at Barton Hall, Torquay. Full details and reservation form from Ian Beard, 6, Meadow Crescent, Castle Donnington, Derby DE74 2LX, tel: 01332 850471.

Halton Apprentices Naval Wing Association (HANWA): Annual reunion April 19 at the Belle Vue Hotel, Lee-on-the-Solent, tel 01929 554221. Details from Jack Ford, 7, Encombe Road, Wareham, Dorset BH20 4PS, or e-mail: *jackford@lineone.net*

HMS Black Prince Association hold their annual reunion at the Bute Court Hotel in Torquay from April 19 to 22. Former ship's company, associates and friends welcome. Further details from J. Corbett, 3, Ham Lane, Stapleton, Bristol BS16 1EE, tel 0117 965 4356.

Clearance Divers: The 50th anniversary of the CD Branch will be marked with a reunion dance at the WO and SR Mess, HMS Neptune, on Saturday April 20. For details, contact Dave Cowling at 3, Simpson Place, Carnoustie, Angus DD7 7PJ, or phone Dave on 01241 410420. All serving and ex-serving members, officers and ratings, of the Clearance Diving Branch welcome.

May

RN Staff Course 1992: It is intended to hold a ten-year reunion of the 1992 RN Staff Course at JSCSC Shrivenham in May 2002. For details, please contact Lt Cdr Dick Perry at JSCSC on 01793 788226 (JSCSC 8226) or e-mail *rperry@jscsc.org* All students, DS and tutors invited.

Calling Survivors from HM Ships Foresight, Forester, Gossamer, Harrier, Niger and others who took part May 2, 1942 in action which ended in the sinking of HMS Edinburgh. Proposed reunion May 2, 2002, 60 years on. It will take place in Edinburgh. Contact 'Buck' Taylor, 2 Regents Court, St Edmund Road, Shirley, Southampton, Hants. SO16 4RG. Tel: 023 8049 8499.

Submariners Association (Scottish Branch): HMS Vandal and HMS Untamed Memorial Weekend: The HMS/M Vandal and Untamed memorial weekend will take place between May 3-5 at Dunoon and Lochranza, to be sponsored by the Submariners Association Scottish Branch. details from Lt Tony Ford, Squadron Ops Officer, First Submarine Squadron, Belmore House, HMNB Clyde, G84 8HL, tel 01436 674321 ex 7260 or e-mail *AFORD442@aol.com*

HMS Antelope annual reunion takes place on board HMS Warrior in Portsmouth on May 25. The reunion is open to all ex-Antelopes. Further details from Bob Hutton at *bobahutton@hotmail.com*, or write to 3, Agars Plough, Eton, Windsor SL4 6HR.

June

598 Squad Royal Marines: The Squad intends to hold a reunion weekend in London during June 2002, to celebrate the past 50 years. Any former member or instructor should contact Tony Pitts on 01323 844122, or write to 47, Stroma Gardens, Hailsham, East Sussex BN27 3AZ.

HMS Hunter Association will hold its annual reunion at the Royal Sailors Home Club, Portsmouth, on June 12. Full details from Jack Preece, 1, Melrose Drive, Cannock, Staffs WS12 4LU, tel 01543 422759.

HMS Glamorgan Falklands Reunion will take place at the Home Club, Portsmouth, on Saturday Jun 15. Details from Jess James, 50, Lancaster Way, Northampton NN4 8LY, tel 01604 660401, e-mail *jessjames@cwcom.net*

July

HMS Cavalier: On the 30th anniversary of HMS Cavalier paying off for the last time, the seventh and last, 1970-72 Commission are holding a reunion over the weekend July 5-7 in Chatham. Details from David Thompson at *tiffy@resting.screaming.net* or tel 01934 520216.

September

HMS Fisgard, September 1962: A reunion is planned for September 10 for Artificer Apprentices who joined HMS Fisgard on September 10, 1962 (S46) – the 40th anniversary. Any suggestions welcomed – no venue has yet been decided. Contact Tony Atkins, 118, Westfield Lane, St Leonards-on-Sea, E. Sussex TN37 7NQ, tel 01424 754052, e-mail *ajaconsulting@email.com*. Australia and NZ, e-mail *ronmarynelson@bigpond.com.au*

Over to You

Gun carriage crew, Churchill's funeral: Geoffrey Brench (RN 1959-68) was one of 155 sailors chosen to pull the gun carriage carrying Churchill's coffin on January 30, 1965. He was on the outside, third row back, on extreme left. Two weeks later the gun carriage crew watched a private viewing of a colour film of the event, with close-ups – including a tear rolling down Geoff's cheek, which caused some ribbing. Geoff (62) seeks information on this colour film – who shot it, and does a copy still exist? Any information to Gillian Brench on 01686 650895 or 07812 144083 (mobile), e-mail *gillian.brench@breathemail.net*, or write to Min-y-Nant, Bettws Cedewain, Newtown, Powys SY16 3DS.

Wrens: Does anyone have any information on Jean Patterson's old shipmates: ex-Wrens Lyn Sims, Doreen Boynton, Violet Howden and AB George Whiston, all stationed at Pompey 1948-1950. Contact Jean Patterson at 31, Gardner St, Glasgow G11 5NW, tel: 0141 339 9817, e-mail: *jeanpatterson@freeuk.com*

HMS St Cyrus, Rescue Tug, sunk in the Humber on January 21, 1941. A. Walsh seeks information about this vessel, photographs, plans, crew list, vessels rescued etc. All information would be appreciated – family research purposes only. Contact A. Walsh, 133, Paynes Road, Southampton SO15 3BW, or e-mail: *seacareuk99@hotmail.com*

HMS Bermuda: Can anyone enlighten Denys Carden? During the Japanese surrender of Formosa (Taiwan), Denys was in HMS Bermuda with Captain Bethell, who took the surrender. Yet, on a recent trip, a *Daily Telegraph* reporter describes the American ships involved but no mention of British ships (as well as Bermuda, there was Royalist and possibly Belfast). If anyone can confirm this could they write to Denys Carden, 14 Pembury Grove, Bexhill-on-Sea, East Sussex, TN39 4BX.

HMS Bulldog: Can anyone give Bill Cow any information on what he believes to be a stoker's shovel. Excellent condition, stamped 'No 1', 'English Tools Ltd. Wigan and Leeds', HMS Bulldog, Made in England'. It was in use 1938-39 during the building of the radio location site at Huxton Drone Hill, on Coldingham Moor, Berwickshire, and in constant garden use since. Contact Bill Cow, 12, Somnerfield Grove, Haddington, Scotland EH41 3RR, or tel: 01620 823534.

HMS Hecla: Does anyone have any photos of Ceril (Toby) Badman, who served in HMS Hecla during World War II? He was photographed being rescued after being torpedoed, which made the newspapers. Contact Anthony Badman, 25, Tellis Cross, East Coker, Yeovil, Somerset BA22 9HP, tel 01935 863079.

Stanley Hind: Mrs D. Ryan is trying to trace some photos of her father, Stanley Hind, when he played football for the Royal Navy. Stanley served in HMS Albion before 1966. Contact Mrs Ryan at *Dyren.Ryan@Doh.GSI.Gov.uk*

HMS Legion 1940-42: Next year marks the 60th anniversary of the loss of destroyer HMS Legion, Cheltenham's adopted warship, which was sunk at Malta in 1942. Cheltenham branch of the RNA is to hold a remembrance service next March, and which to contact survivors or their families, also survivors or next-of-kin of armed merchant cruiser Rajputana (sunk by U-boat on April 13, 1941), HMS Cossack (sunk by U-boat on October 28, 1941) and HMS Ark Royal (sunk by U-boat on November 13, 1941). Contact Jim Swain, 01242 23541, e-mail *rj_swain@hotmail.com* or Bob Wheatley on 01242 224192, e-mail *navalairman@robert-anthony.freeserve.co.uk*

HMS Cambrian, November and December 1944: W. Watson served in this destroyer (R85) while it was involved in Russian convoys at the end of 1944, and crossed the Arctic Circle. The crew were issued with a Blue Nose Certificate, but over the years this has disintegrated, and he seeks a replica copy to keep with his Crossing the Line certificate from 1945. Contact Mr Watson at 20, Selbourne Street, South Shields, Tyne and Wear NE33 2TB.

Operations Catherine and Paul: David Woodcock is keen to hear from anyone who could shed light on either Operation Catherine or Operation Paul, both designed to interrupt the flow of iron ore from Sweden to Germany early in World War II. Contact David at 15, Green lane, Dalton-in-Furness, Cumbria LA15 8LZ, tel 01229 462414.

HMS Caledonia: The Old Caledonia Artificer Apprentices' Association are requesting articles from ex-apprentices for their book *The Apprentices' Story*. Telephone Gil Harding on 01749 672535. For information about the OCAAA contact the chairman, Ron Emerson, The Stile, 6, Springwood Lane, Romily, Stockport SK6 4JL, tel 0161 449 9259, or e-mail *ron@stile100.fsnet.co.uk*

HMS Ajax 1965-66: Does anyone have a copy, or would be prepared to sell a copy of, the pamphlet which the captain of HMS Ajax made of the second commission (1965-66). It was a glossy-backed pamphlet giving the lowdown on the commission. Contact E. Cheesbrough, 23, St Stephens Road, Bridlington. E. Yorks YO16 4DW.

HMS Exmouth: Roy Beveridge seeks information and photos of the E-class destroyer HMS Exmouth (H02), sunk on January 21, 1940, by U-22. Also info on Leading Stoker Walace Vaughan, born Derby, lived in Rosyth. Contact Mr Beveridge at 61, Parkside St, Rosyth, Fife KY11 2LP.

HM Tug St Clair, Moorfowl: Tom Bradbury was in St Clair, employed by Sheerness Dockyard, early in World War II, and later in the Moorfowl out of Greenock and Scapa Flow, at which point he joined the Navy. The St Clair was at Dunkirk. Did either vessel receive any recognition for their service? Contact Tom at 132, Long Street, Cleveland, Queensland 4163, Australia.

Gordon Victor (Vic) Smith: Kathleen Blinch (nee Perry) seeks Vic, born 1925, last known address Islington. Believed to have joined Royal Navy in 1943, possibly trying the Fleet Air Arm first. If anyone knows of Vic, contact Kathleen at 602-235 Grey Street, London, Ontario N6B 3R1, Canada.

Wartime plaque: While yachting with German friends off the coast of Germany, Mr Hines-Randle came across a plaque displayed on a wall, brought up in fishing nets off the island of Rugen by the grandfather of his friends shortly after World War II. The shield-shaped plaque has an anchor on it, and on the anchor is a round-topped winged tablet with an adorned top. If anyone can identify it, contact Mr Hines-Randle at 3, Coach Lane, Redruth, Cornwall TR15 2TP.

PO Simon Wilcox: Stella Hopkins would like to hear from anyone who served with her son's father while he was in the Navy. Simon joined in 1972, his first ship was HMS Sheffield, and he remained in until 1980/81. He died in 1984, and his son has no decent photos of him. If anyone can help with pictures, or news of his career, contact Stella at *ahhbless@stellahopkins.fsnet.co.uk*

HMS Trumpeter: Tony McEnry's uncle James Stewart, from Liverpool, died in an accident on board HMS Trumpeter on July 26, 1945, aged 19, en route to the Far East. He was buried at Cochin, later reburied at Madras. His family would like to know the circumstances of the accident. Contact Tony at 120, Allerford Rd, West Derby, Liverpool L12 4YJ, tel 0151 228 1723.

Royal Navy wartime menu: Nichola Ivatt, Education Officer at Chatham Historic Dockyard Trust, is updating history packs for schools to tie in with the opening of the lower decks of HMS Cavalier, and is researching RN rations and hoping to find a typical daily menu. If anyone can help, contact Nichola at *nivatt@chdt.org.uk*

At your Service entries

- Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth. PO1 3HH or email: *edit@navynews.co.uk*. If you are sending your notice in via email, please include your full address and telephone number.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
- Please send in Reunions at least three months (preferably four) before the month of the event.
- There may be a delay before items appear, due to the volume of requests.
- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
- The Editor reserves the right to edit or refuse publication of submitted notices.
- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

Calling Old Shipmates

Roy John (Jock) Thomson: Jock, who served 1942-46 in LCF 25 and HMS Pique, would like to hear from old shipmates. Tel 01344 623326.

HMS Galatea 1984 -86: Greg Aspinall wants to hear from anyone on the 'Black Pig' up to decommissioning. Also HMS Minerva 1987 – were you on the trip to the Falklands, Chile (Rowlands Bar), Peru, Panama, Florida? Contact Greg on 0161 292 2244, e-mail: *aspinall@ourhouse65.fsnet.co.uk*

HMS Heron: Sheelagh Rowe is trying to find shipmates of her husband, Stu Rowe, who was at HMS Heron 1993-95, in particular Mark 'Buck' Taylor and Sean 'Rab' Butler. Buck moved on to Derriford Hospital and Rab went to Gibraltar. Any info to Sheelagh on 01704 821280, e-mail: *SheelaghR@aol.com*

HMS Royal Arthur: Seeking old shipmates, especially news of the following: Angus Moxey, joined HMS Royal Arthur January 1948 served Ocean and Glory, 49/50. Also Frank Hookham, same Med Fleet. Contact Peter 'Robbie' Roberts, invalided 1951; e-mail *peter.roberts30@btinternet.com*, tel: 01582 656660.

HMS Victory (now Nelson): Seeking a Chief Mech that Mike 'Bagsey' Baker served with in HMS Victory around 1971-72. His rank was CPO and his name was Stewart or Stuart Sweetman. They were both members of the Victory small-bore rifle shooting team. Any info to Mike on 020 8391 1406, e-mail: *QuantraxMike@aol.com*

TS Bicester/TS Alliance: Willesden and St Marylebone Sea Cadet unit are trying to trace ex-cadets from the unit's beginnings in 1942 to the present day. Contact S/Lt (SCC) Nina Villa RNR, 35, King Arthur Court, Cheshunt, Herts EN8 8EH, tel: 07932 877970 , e-mail: *Turnip09@hotmail.com*

HMS Glory: Peter Parsons seeks ex-HMS Glory men who were on board in the Mediterranean and Korea 1951, particularly Armourers on the Fireflys and Furys. Peter has the complete day-to-day of all British/Aussie carriers during the campaign. Contact Peter at 50, Kylie Ave, Ferny Hills, Queensland, Australia, e-mail: *petpar_20@yahoo.com.au*

HMS Ark Royal: Barry Lockyer is seeking contact with ex-CPO (O) Peter Burdett, last ship HMS Ark Royal 1973, last heard of in San Diego, 1980; wife Molly. Contact Barry Lockyer, PO Box 771376, Ocala FL 34477-1376, or e-mail: *limey@bikerider.com*

HMS Decoy, HMS Delight and HMS Rhyl, 1964-70 as apart from limited shore time for training, Ian Mortemore was always on board. HMS Decoy 1964-65 West Indies and return to UK, HMS Delight 1965-67, HSS and Far East, and HMS Rhyl 1967-70, HSS and West Indies. Anyone who remembers Ian, please write to Coral Harbour, Nassau, Bahamas, AP 59073, or e-mail: *nfs@batelnet.bs*

HMS Jamaica and HMS Harrier: Sydney Otway is seeking past shipmates who may remember him, or who may have served in HMS Jamaica during 1955-57. He was on the ship for nearly two years, and Jamaica was involved in the Suez landings in November, 1956. Also anyone serving at HMS Harrier 1958-59, a shore-base radar station at Kete/Dale South Wales. He lived in MQs and was the Captain's Coxswain. Write to 53, Breckenridge St, Forster, 2428, NSW, Australia, e-mail: *sydney@tsn.cc*

HMS Boxer: Greg Poole seeks POMEM(M) Taff Groves, who was in Boxer for the Orient '92 trip, and then the Field Gun crew '94. Greg was POWEM (O). Write to Greg at 56, Balmoral Road, Northmead, NSW, 2152, Australia, or e-mail: *thepools@acay.com.au*

HMS Bulawayo: Ex-German Nordmark tanker; supply and prison ship. Ron Simmonds would like to hear from prisoners of war, German crew and Royal Navy crew members, all commissions. Contact Ron at 21, Rectory Grove, Wickford, Essex SS11 8EP, tel 01268 733778.

HMS Amazon 1987-89: Ex-RO1 John Cropper is seeking old shipmates from this period with a view to a reunion. Contact John at *Jcropper@orange.net*, tel 07870 594342, or 58, Saltburn Rd, Wallasey, Cheshire.

HMS Collingwood: The HMS Collingwood Association seeks the thousands who served at Collingwood from 1940 to the present day. Contact Mike Crowe, 7, Heath Road, Lake, Sandown, Isle of Wight PO36 8PG, or Ray Ellis, tel 01895 444750.

John Merrill: Any members of the Ordnance Artificer Apprentice special entry March 3, 1939, at Plymouth Naval barracks, contact John Merrill on 01383 739091.

Lesley Weston: Any shipmates, old and recent RN and RNR, of Lesley, from Gillingham in Kent, contact Christine Sandmann at 26, Thornham Rd, Twydall, Gillingham ME8 6SG, e-mail *goat888@hotmail.com*

Nick (Sue) Lawley: Ex-RO1(G) Nick seeks old shipmates from his time in the Navy, 1983-89. He started at Raleigh, wnet to Mercury and his first ship was Fearless. He then served in FOST commcen and finished his time in HMS Bristol. Contact him at 22, Gelderland Entrance, Stratton 6056, Western Australia, tel 08925 08053.

HMS Sheffield 1976-79: AB the LS(Sonar) Keith 'Jonah' Jones joined for the West Indies run in 1976, and wants to hear from anyone on the Shiny Sheff in those years. Contact Keith at 92, Severalls Ave, Chesham, Bucks HP5 3EL, e-mail *krj_4@hotmail.com*

Tony 'Harry' Harrison: Ex-Navy boxer Tony joined the Navy in 1979 and left in 1996 to be with his family in the United States. He was a LCH in HMS Chatham at the time, and also served in HMS Antelope in the Falklands War, Ardent, Cleopatra, Brave and Active. ANyone who remembers him is asked to contact him at 2690 Joppa Road, Leader Heights, York, PA 17403, USA, or e-mail at *tony.harrison@compaq.com*, *tharriso75@hotmail.com*, or *compaq1106@home.com*

Kev Fearon: Any members of Class Walker 11/1996 at HMS Raleigh are asked to get in touch with Kev Fearon by e-mail at *Kevin.Fearon@dateldef.co.uk*, or tel 01772 325206.

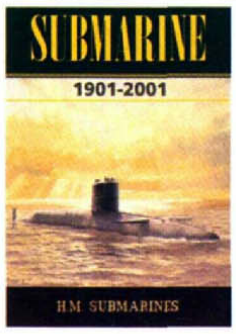
Wren Marguerite: Gordon Richmond, then a Midshipman RNR, met a Wren named Marguerite on a train north in May 1943. He was heading to join HMS Renown in Rosyth, and she was stationed near Leigh in Lancashire. They met again a few times, and Gordon now wonders what became of her. If anyone knows of Marguerite, contact Gordon at Melrose, Le Corbinez, St Peter's, Guernsey CI, GY7 9AR, tel 01481 264323.

HMS Coventry (Falklands 1982): Anyone interested in a reunion on May 25, 2002?Sam MacFarlane (RS) and Les Kellett (POCK) are willing to make the arrangements. Location possibly Chatham or London. Tel 01634 684817 or e-mail *sam@lineone.net*

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(Livingston)
Kate, Blair and Susan would like to thank everyone for their kind expressions of sympathy, floral tributes and cards received during their recent sad loss of Sam. especially Commander K. Broadley, funeral manager SLt A.R. Mundy, colleagues at SNONI, all at FOSF Rosyth and all ex-naval personnel who attended Livingston Village Kirk and Douglas Bank Cemetery.

NAVAL HISTORIAN would like to hear from anyone involved with the Fleet Air Arm's logistical support during operations in the Far East or Pacific in WWII, especially the MONABs and Fleet Train during 1944-1945. Any original documents or photographs will be copied and returned. Please contact Ben Jones at 42 Birchwood Crescent, Balsall Heath, Birmingham B12 8BN. Tel: 0121 247 7019 (eve) or email at benjones@cableinet.co.uk



This year sees the Royal Navy's submarine centenary and to celebrate that milestone, WARSHIPS IFR has published a special edition (£8.50 + P&P). The 52 page A4 book is packed with 101 superb images of British submarines, from the early Holland Class boats to nuclear-powered vessels of today and tomorrow. Specially commissioned articles tell the full story of RN submarines in action from 1901 to 2001. For further details about this exciting publication contact us via the WARSHIPS IFR web site or at the address below.

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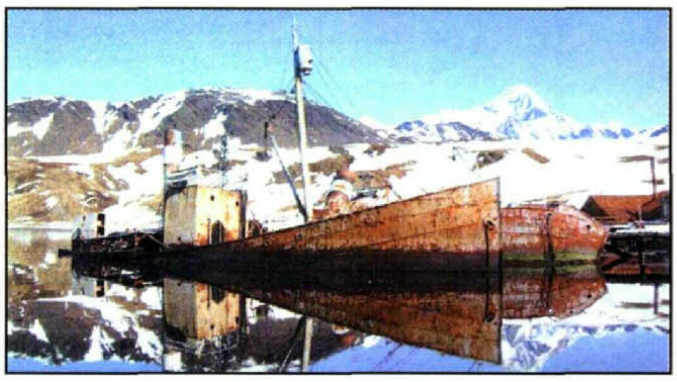
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Edinburgh hits the tourist trail





● Remnants of the whaling industry at Grytviken, South Georgia.



● HMS Edinburgh at anchor off South Georgia, from where her ship's company made whistlestop tours of the island.

SAILORS in Scotland's 'capital ship' have made the best of unusually good weather to take a brief but dramatic tour of remote South Georgia.

HMS Edinburgh, in the latter stages of her Atlantic Patrol Tasking (South), spent a week patrolling the dependency, 800 miles south east of the Falklands in the Southern Ocean.

In calm seas and glorious weather, the ship secured to the Admiralty buoy in Cumberland Bay off the abandoned whaling station of Grytviken.

The ship's boats were used to replenish the resident British Antarctic Survey (BAS) team at King Edward Point, while the Lynx helicopter ferried stores to the remote BAS team at Bird Island.

Once deliveries were completed, thoughts turned to sightseeing.

With only 25 per cent of the ship's company able to leave the ship at any time, because of the possibility of dramatic weather changes, a two-hour route was devised that allowed them to see the explorer Sir Ernest Shackleton's grave before moving on to see penguins, fur seals and elephant seals with new-born pups.

A short walk in the mountains, often in snow drifts up to head height, preceded a toboggan slide back to Grytviken.

After a tour around the disused whaling factory complex, abandoned in the 1960s, the final stop was the museum and shop, run by two of Grytviken's four civilian residents.

The BAS team were entertained on board the warship, and sailors from Edinburgh were given lunch and a tour of the facilities at King Edward Point.

As the ship started her return journey to the Falklands, she made visits to bays further along the coast.

South Georgia is the largest of the sub-Antarctic islands, with the longest period of continuous habitation and economic history.

The crescent-shaped island, around 100 miles long and 20 miles wide, with a cold, cloudy and very windy climate throughout the year, was discovered in 1502 by Amerigo Vespucci, but not explored until Captain Cook landed in 1775, when he named it Isle of Georgia after King George III.

Edinburgh had brought Falklands conservationist Dr Andrea Clausen to South Georgia, who had mixed feelings – she was awed by the stunning scenery and wildlife, but saddened by the relics of slaughter in the whaling stations.

Capt Joe Gass, the Commanding Officer of the destroyer, said: "We have a very important task in patrolling South Georgia and maintaining a Royal Navy presence in the seas surrounding the island.

"It has been a real privilege for us in Edinburgh to have had the opportunity to explore the island, and in particular Grytviken, and we now have many converts to the beauty and wildlife of the area who better understand the need to preserve this unique habitat."

Edinburgh left Portsmouth in mid-May, and is scheduled to return home this month after operating up to 7,000 miles from her base port.

While en route to Rio, on the passage home, the destroyer conducted exercises with the giant American carrier USS Nimitz off South America.

Navy acts on signals from communicators

A NEW communications training strategy has been instigated by the Navy to meet the needs of the Fleet years into the future.

Communications technicians (CTs) are an important element in the continuous process of gathering intelligence from the airwaves – where we hear the crackle and hiss of static on our radios, CTs can extract valuable information.

A new training centre has been built at HMS Collingwood, and at the same time came a new system for teaching new entry CTs their trade, introduced in September.

On completion of eight weeks new entry training at HMS Raleigh, for the first time, all new entry CTs will attend the same 15-week RN professional training course.

The first Initial CT Professional courses began in C Facility at HMS Collingwood in October, and meant that CTs were embraced by the ethos and identity of the CT branch after just weeks in the Navy instead of years, as was the case.

Changes in technology, global politics and defence roles have been reflected in the operational requirements and profile of CTs over the past 20 years or so.

Major changes occurred in the 1980s to meet the manning requirements of CESM (Communications Electronic Support Measures) equipment within the Type 22 Batch 2 frigates.

That equipment, configured and designed for use in Cold War conditions, is now being replaced by the more capable technologies.

Fitting of the new state-of-the-art CESM equipment has recently commenced in the Type 22 Batch 3s and a derivative of this may be procured for the Type 45 destroyers as well as the Future Surface Combatant.

With the increasing importance of the maritime role of CTs within the Fleet, there had been concerns that the existing training regime was failing to fill the requirement.

Morale and retention was becoming a big problem during the hiatus between paying off existing equipment and the introduction of newer CESM technologies.

A recent visit by Flag Officer Training and Recruitment (FOTR) to Navy CTs on their tri-Service professional course at the Defence Special Signals School (DSSS) at Chicksands, Bedfordshire provided valuable feedback, and sparked a greater emphasis on completing an urgent review of CT training.



● Lt Gareth Jones (white shirt, foreground; TNA, RNSETT) and CCCT Ken Dodd (standing; SCU) work with LCT Daly (nearest camera), POCT Plain and LCT O'Dell on board HMS Chatham to establish training needs for communications technicians.

The objective was to introduce new courses which would be underpinned by an analysis of current Fleet requirements, and the provision of early CT training within the RN environment.

In order to assess the operational performance, standards and conditions required of Leading CTs in the Fleet, a Training Needs Analysis (TNA) team was sent to Type 22 frigate HMS Chatham to work with their CTs for a week.

The demands placed on the CT team, and the capabilities of new technology and equipment, were all carefully studied, and through systematic analysis the TNA identified the most efficient and effective training requirements for new equipment and capabilities.

■ BAE Systems has been awarded one of several assessment phase study contracts to investigate options for improving RN high frequency (HF) communications.

New techniques will have to meet NATO-mandated BRoadcast And Ship-to-Shore (BRASS) standards, allowing significant increases in data transmission at lower power outputs than at present.

This will make the Navy system compatible with NATO allies, and will allow greater automation.

HF is the Navy's primary beyond-line-of-sight medium for passing command and control information between shore bases and vessels either not fitted with satellite technology or outside the footprints of satellites.

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'Henry the Fifth also had hundreds of ships in 1415? Yeah – but they was just cross-Channel ferries!'

NEWSVIEW

China voyagers, past and present

IN MOST books about exploration, Sanbao (also known as Zheng He) barely gets a mention. Yet in 1405 – nearly a century before Columbus and Vasco da Gama – he began a remarkable series of voyages at the behest of Yung-lo, the third Ming Emperor of China.*

Between then and 1433 Sanbao made seven trips to "the Western Ocean" – south to Surabaya in eastern Java, through the Malacca Strait to ports on the coast of the Bay of Bengal, across the Arabian Sea to Hormuz, then penetrating the Red Sea as far north as Jeddah.

He also doubled the Horn of Africa and coasted southwards – and in around 1420 may even have sailed around the Cape of Good Hope.

These were full-blown expeditions. Sanbao commanded the largest fleet of exploration the world had ever seen – before or since – with over 200 ships of varying sizes and 27,000 men.

His flagship, the 'Treasured Ship', we are told, was 440ft long and bore nine masts and a dozen sails. Dead reckoning was his main means of navigation, but he was also guided by the stars, using a form of astro-navigation derived from the Arabic method known as Al Kemal.

The Arab influence, together with native Chinese development, ensured that the Ming fleet was better equipped than any similar expedition that could be mounted in the West at this time, both in terms of technological ability and methodology and in the superior quality of its ships. (Chinese ships were the first to have rudders, watertight compartments, modern hull designs and stabilisers and their fore-and-aft rigged lug sails, unlike European square sails, could be handled by small crews working from the deck – there was never any need for them to go aloft).

One of the world's greatest maritime explorers and its first true admiral, Sanbao died at Calicut, India during his seventh voyage. His body was borne honourably home and buried at Nanjing.

Thereafter, China largely failed to build on a promising start as a world-ranging maritime nation and settled instead for over 500 years of isolationism. So the visit to the UK by the Chinese destroyer *Shen Zhen* is a reminder both of how that attitude has lately changed, and of a distinguished, ancient maritime heritage.

The warmth of the relationship between the First Sea Lord and Rear Admiral Wu Fuchun is clear from the photographs taken when they met at Portsmouth on the 52nd anniversary of the founding of the People's Republic.

Admiral Sir Nigel Essenhigh, who called on the *Shen Zhen* at sea during a trip to China in June – said to be the first high ranking foreign officer to be so honoured – was encouraged by Admiral Wu's views on the use of maritime forces in support of global stability. He noted the "huge significance" of the visit, as being the first time a task group had visited the UK from the Chinese homeland.

Given a bit more time, Sanbao might have beaten them to it.

* Much further back, in 218BC, the first Emperor of China, Qin Shihuang – now best known for his recently discovered extravagant tomb guarded by an army of 6,000 terracotta warriors – sent his great navigator Hsu Fu to search for the legendary 'Blessed Isles' in the North Pacific, where might be found the fruits that afforded eternal life to anyone (and to the Emperor in particular) who ate them. His two voyages – from the second of which he did not return – are mentioned in the Shiji, the classic of Chinese annals completed in 91BC by the eunuch Sima Qian. In 1993 Tim Severin tested the theory that Hsu Fu might have reached America by sailing a bamboo raft, maybe the true ancestor of the junk, 5,500 miles east out of Hong Kong. He was forced to abandon it just 1,000 miles from San Francisco – but he got far enough to prove it could have been done. – See The China Voyage by Tim Severin (Abacus £9.99).

Royal Naval Division memorial is set to return to the centre

SIR EDWIN Lutyens' memorial fountain to the Royal Naval Division is to be moved back from the former Royal Naval College at Greenwich to its original site at Old Admiralty Building on Horse Guards.

The fountain was unveiled in 1925 – Winston Churchill spoke at the ceremony. During World War II it was dismantled and stored in order to prevent damage during the construction of the new Citadel and was rededicated at Greenwich in 1951.

It bears an inscription by Rupert Brooke, who died on active service with the Hood Battalion, RND during the Gallipoli campaign: *"Blow out you bugles over the rich dead. There's none of these so lonely and poor of old, but, dying, has made us rarer gifts than gold. These laid the world away; poured out the red sweet wine of youth; gave up the years to be of work and joy, and that unhoped serene, that men call age; and those who would have been their sons, they gave, their immortality."*

In addition to the crucial role of the Royal Navy at sea during World War I, there was a less well known but major participation in the great struggle on land. More than 40 per cent of RN casualties were suffered, not at sea, but in the trenches by the sailors and Marines of the RND – yet they rarely made up more than ten per cent of the RN strength.

The division attracted some interesting people, including poets and writers such as Brooke and A. P. Herbert, and brilliant scholars and musicians. Forced at an early stage to provide its own officers, the RND supplemented an existing cadre of high-calibre Royal Marines with officers promoted from within, including a very high proportion of men from the ranks.

Every promotion, therefore, was based on merit, and as a result of performance in battle, and this contributed greatly to the quality of leadership.

Two of its most illustrious leaders were Bernard Freyberg and Arthur Asquith. The former won the VC with the RND in 1916, before promotion to Brigadier, while the latter, son of the Prime Minister, rose from temporary Sub Lieutenant RNVR to Commodore in just over three years.

The men, many recruited from the north of England and Scotland, showed fierce *esprit de corps* and fighting qualities.

During the course of the war, the RND changed from being "Churchill's private army" to a fully-integrated unit of the British Expeditionary Force, and from 1916 Army units were incorporated in it.

Nevertheless, until the end, the majority of its battalions were manned by sailors and Marines and it retained its peculiarly Naval character. After returning from Gallipoli, the RND became an elite unit of the BEF and took a major part in all the principal actions on the Western Front.

After the war the survivors raised the money for the memorial fountain to be erected as part of the balustrade of the Old Admiralty Building and it was later moved to Greenwich.

Now that Greenwich is no longer a naval establishment, a charity under the patronage of the Prince of Wales has been set up to move the memorial back to its original site in the ceremonial heart of the capital.

All the necessary planning permissions have been obtained and it now remains to raise the money to move it – hopefully in the Spring of 2003 – and pay for its maintenance in perpetuity.

❑ Donations may be sent to 'The Royal Naval Division Memorial Charity' (Charity Number 262717), c/o Lt Col A. J. F. Noyes, RM, Corps Secretary, HQRM, HMS Excellent, Whale Island, Portsmouth PO2 8ER.



● *The Royal Naval Division memorial fountain at Greenwich*

Keeping in touch during Exercise Saif Sareea and Operation Veritas

Communications: a short guide

■ **Communicating with deployed ships and units:**

Forces mail: Concessionary HM Forces Letter Rates apply, i.e. costs are at UK Inland rates. Use of BFPO numbers is essential to speed delivery.

E-mail: Use the Internet from home or from HIVEs, SAFABs or Community Centres. Ships' addresses are the BFPO number@*navynet.gtnet.gov.uk*

Aerograms or Blueys: The cheapest and easiest way of writing to ships. Free from all post offices and SAFABs with details of postage as applicable.

Electronic bluey: A cross between a letter and an e-mail. For further details see BFPO website *www.bfpo.org.uk* or contact BFPO Customer Care Unit, tel 0800 917 1510.

Phonetex: A BT service similar to telegrams for messages to ships at sea. Phone 08457 697978 for details.

From ships and units: Free 20-minute telephone calls each week (for ships and units qualifying for the Operational Welfare Package/SCOT/MENTOR-fitted ships). Pre-paid cards may also be purchased from NCS/NAAFI.

■ **Information for families and Serving Personnel:**

Families Information Link Line (FILL): A regularly-updated recorded message telephone information line, updated by SAFAB from information provided by a ship or unit, which provides families with general details of a ship/unit's deployment activities. Accessible 24 hours a day, charge 50p a minute. Ask your serving member or SAFAB (see below) for details of Linkline number.

Link Letter Scheme (LLS): The LLS enable details of ship/unit's programme and general information to be rapidly disseminated by letter from deployed ships and units to family and friends at home. SAFAB despatch the information by post to addresses nominated by the serving person. All members of a unit are automatically included in the scheme unless they opt out. Remind your relative or friend to make sure they are members of the scheme.

RN websites:

Royal Navy: *www.royal-navy.mod.uk* (click on Navy Life and Families). Families pages include: NPFS, Naval Supportline, Contacting Personnel, Sailors and Families Advice Bureau (SAFAB), Support in the Community, HIVEs, Short Term Families Accommodation and the RN/RM Families Association (RNRMFA). Click on *Follow the Argonaut 2001 Deployment* button, which includes details of Exercise Saif Sareea, for access to Task Force Groups, Plot, Diary of events and Gallery, or click on individual ship pages for more details.

RN and RM Reference: *www.royal-navy.mod.uk/reference* (click on Families for access to the Families site, which also includes the Royal Navy and Royal Marines Families Guide and links to other sites of current interest, eg Argonaut deployment, Operation Veritas, Exercise Saif Sareea, MODWEB and media briefs.

Sailors and Families Advice Bureau (SAFAB): The RN/RM version of the Citizens Advice Bureau. It provides a wealth of information and advice across a broad range of service and civilian issues relevant to personnel and their families, including SAFAB information sheets. Sheet 5/1 contains detailed information on communicating with families. Contact telephone numbers during working hours are: SAFAB Eastern (HMS Nelson) tel 023 9272 4152/6158; SAFAB Western (HMS Drake) tel 01752 569696; SAFAB Northern (Helensburgh) tel 01436 671674. Out of hours an answer phone service is available.

Royal Navy and Royal Marines Families Guide: The guide was provided to all serving RN/RM personnel for forwarding to their families in August this year. It is also given to all new entries and forwarded to new spouses. It contains a broad range of information, including detailed information on communicating with families and contact numbers of specialist organisations able to give comprehensive assistance and information. Further copies are available from SAFAB or see the RN Reference website for an E-version.

■ **Personal Support Services:**

Navy Personal and Family Service (NPFS): NPFS provides support to the RN, its personnel and their families in peacetime and war by helping prevent or reduce the effects of personal difficulties, especially those which arise as a result of Service life, in order to optimise the military capability of personnel. NPFS offers a confidential and comprehensive social work service and proactive community service providing a link between serving personnel and their families in time of difficulty. Services include counselling, advocacy, advice for relationship problems, bereavement, debt advice, child care concerns, mental health, special needs, next-of-kin support for deployed personnel, illness and pregnancy complications. Contact telephone numbers for main area offices are: NPFS Eastern Area (HMS Nelson) tel 023 9272 2712/2713 (out-of-hours emergency 023 9272 6159); NPFS Western Area (HMS Drake) tel 01752 555041 (out-of-hours emergency 01752 555220); NPFS Northern area (Helensburgh) tel 01436 672798 (out-of-hours emergency 01436 674321).

Royal Marines Welfare: RM Welfare is a unit-based service with dedicated Welfare staff, which provides similar support to that of NPFS. In the event of concern about serving personnel or an emergency at home, contact a member of the Welfare staff at the unit where he is serving. In the event of difficulty contacting unit welfare, contact HQRM, 023 9254 7684 (24 hours).

Naval Supportline: A confidential and impartial listening and advice service for all RN and RM personnel and their families on any issue, which may be causing distress or crisis at home or at work. Trained civilian advisers will discuss in confidence with callers their concerns and identify possible sources of support or resolution where necessary. Advisers will take no direct action and callers can remain anonymous. Freefone 0800 09 26282, military 9380 26282. Overseas call UK ++44 23 9272 6282 and advisers will call you back. Midday to midnight, seven days a week.

■ **Emergencies:**

If there is an urgent need to contact a serving person – your spouse, for example, you may have reason to be worried about his or her well-being, or there is an emergency at home, such as a death or sudden serious illness of a close relative, of which you would wish him/her to be informed – you should get in touch with the appropriate NPFS or RM Welfare Office, see above.

In times of distress, speed is important, but the Navy needs to know the FACTS before it can help. Ideally please ensure you have the following details to hand before telephoning: The serving person's name and initials, service number, where serving (including BFPO number if appropriate) and contact telephone number (if known).

Security: Call the police, the MOD police or Naval Provost or RM Police if you see anyone behaving suspiciously, if you suspect your car or home show any signs of being tampered with (NB call police before touching anything) or if you believe that an event or activity you are planning might cause special attention and carry particular risks. The nearest Naval or military establishment and the civilian police may also be of help if you are in difficulty.



●*Mne Doran helps guard HMS Fearless as the ship passes through the Suez Canal.* *Picture: LW(PHOT) Christine Wood.*

Navy plays its part in joint offensive

BRITISH military assets have played a small but significant role in the fight against terrorism which was launched with a hail of missiles on October 7.

The Royal Navy's two TLAM-equipped T-boats, HMS Trafalgar and HMS Triumph, have launched cruise missiles on two occasions at the start of what is known to British military planners as Operation Veritas.

RAF Canberras and Tristar and VC10 tanker aircraft have been involved in reconnaissance and in-flight refuelling, while the air base of Diego Garcia in the Indian Ocean has been made available for air strikes.

Other units may be called on, though that decision has not yet been made and exercises continue as planned – Defence Secretary Geoff Hoon has stated: "It is, of course, still possible that these current plans will have to be modified."

A NATO force of warships, the Standing Naval Force Mediterranean – led by Type 22 frigate HMS Chatham – was deployed to the Eastern Mediterranean in a show of coalition unity, and it may be ordered to provide direct protection to coalition units.

Other offers of military assistance have already been received from Canada, Australia, New Zealand, France, Germany, Italy and Spain, among others.

Although the bombing of the al-Qaeda terrorist infrastructure in Afghanistan, including so-called terrorist training camps – and attacks on Taliban air defence systems has attracted most attention, coalition military planners have a clear set of immediate and long-term objectives.

In the short-term, or Phase 1, there are four campaign objectives:

■ To bring Osama bin Laden and other al-Qaeda leaders to justice

■ To prevent bin Laden and al-Qaeda from posing a continuous terrorist threat

■ To ensure Afghanistan ceases to harbour and sustain international terrorism

■ Assuming the Taliban will not hand over bin Laden, to persuade Afghan leaders to sever links with international terrorism.

These objectives are to be met by isolating the Taliban regime from international support and using military strikes against bin Laden and al-Qaeda, by fragmenting the Taliban regime through military and political means so as to encourage opponents, by providing support to Pakistan, by building a wide international coalition, and by dealing with the growing humanitarian crisis.

Wider objectives include:

■ To attempt to eliminate the threat posed by international terrorists

■ To deter states from supporting or harbouring international terrorist organisations

■ The re-integration of Afghanistan into the international community.

Afghanistan, a land-locked country of 26 million, is a poor country, heavily dependent on farming and livestock, and riven by more than 20 years of war, including the Soviet occupation of nearly ten years in the 1980s when it is estimated that a third of the population fled, with Pakistan and Iran sheltering more than six million refugees.



● *Right: L/Bdr Jason Griffiths, of 29 Cdo Royal Artillery, serving with 3 Cdo Brigade Royal Marines, meets Geri Halliwell who, with Steps, staged concerts for the troops and sailors deployed on exercise to Oman.*



● *Above: RAF GR7 Harriers on the flight deck of HMS Illustrious.*



● *Left: Members of the Royal Marines Band, Plymouth, rehearse on the deck of HMS Fearless. Members are deployed in their military role as medical support staff and ambulance drivers, but they have also had a heavy ceremonial schedule during various port visits.*

Every one a winner:

1. *'Grey Funnel'* won CPO(PHOT) Bernie Petterson the Digital Imaging Award in this year's Peregrine Trophy Competition.

2. 42 Cdo RM hit the beach in Sierra Leone – part of the winning entry for the Royal Marines Portfolio delivered by the Director Corporate Communications (Navy) Photographic Staff.

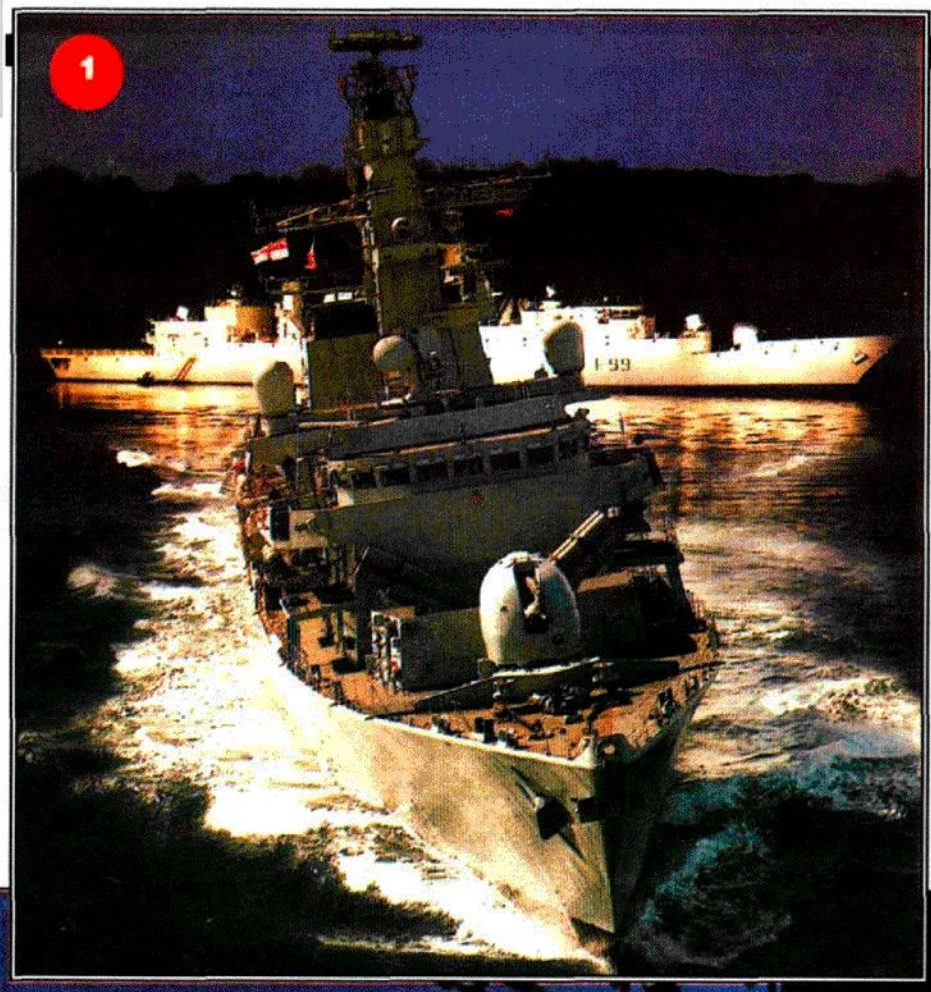
3. *'Crimson Tide'* is the title of this view of HMS Vengeance, from the Peregrine Trophy winning portfolio of Flag Officer Scotland, Northern England and Northern Ireland staff.

4. Also in FOSNNI's set was *'A Right Royal Parade'* – a portrait of the Princess Royal.

5. LA(PHOT) Nigel Russell-Stevenson, also of FOSNNI staff, won the Open Competition with *'Best Foot Forward'.*

6. In the Personnel at Work section, PO(PHOT) Jim Gibson scored with *'Hands'* – another scene from Sierra Leone. Jim, another DCC(N) staffer, also won the Navy News Trophy for his dramatic shot of HMS Monmouth that appeared on the front page of our September issue.

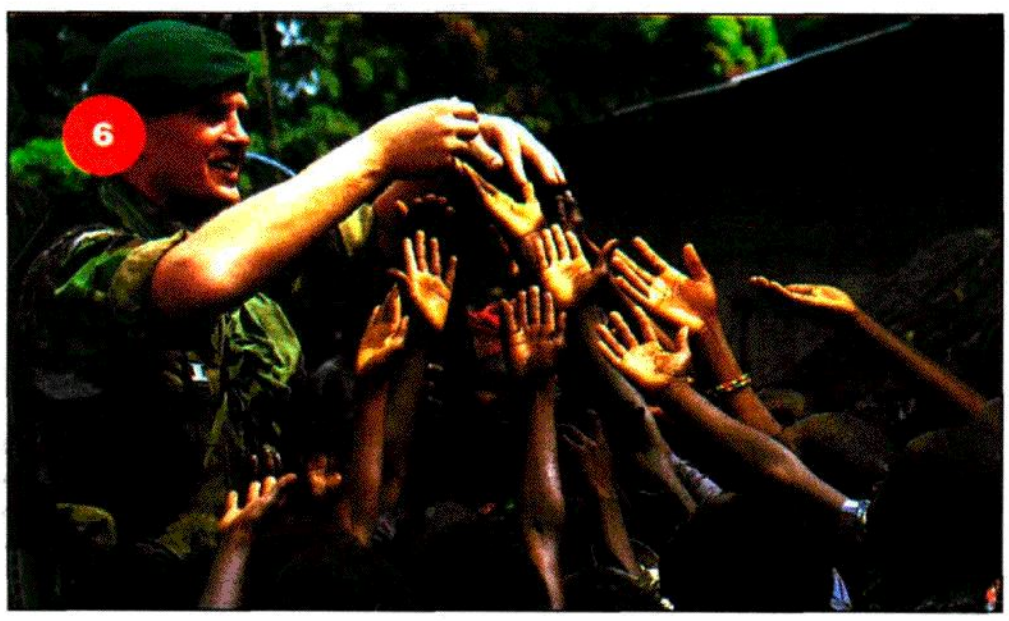
7. The Agusta Westland Maritime Award went to LA(PHOT) Bradbury of 801 Sqn, for *'Night Ops'.*













CTURE WER

Major talent spot in this year's Peregrine Trophy competition was north of the border – where Flag Officer Scotland, Northern England and Northern Ireland's team won the Royal Navy Photographic Branch's most prestigious award.

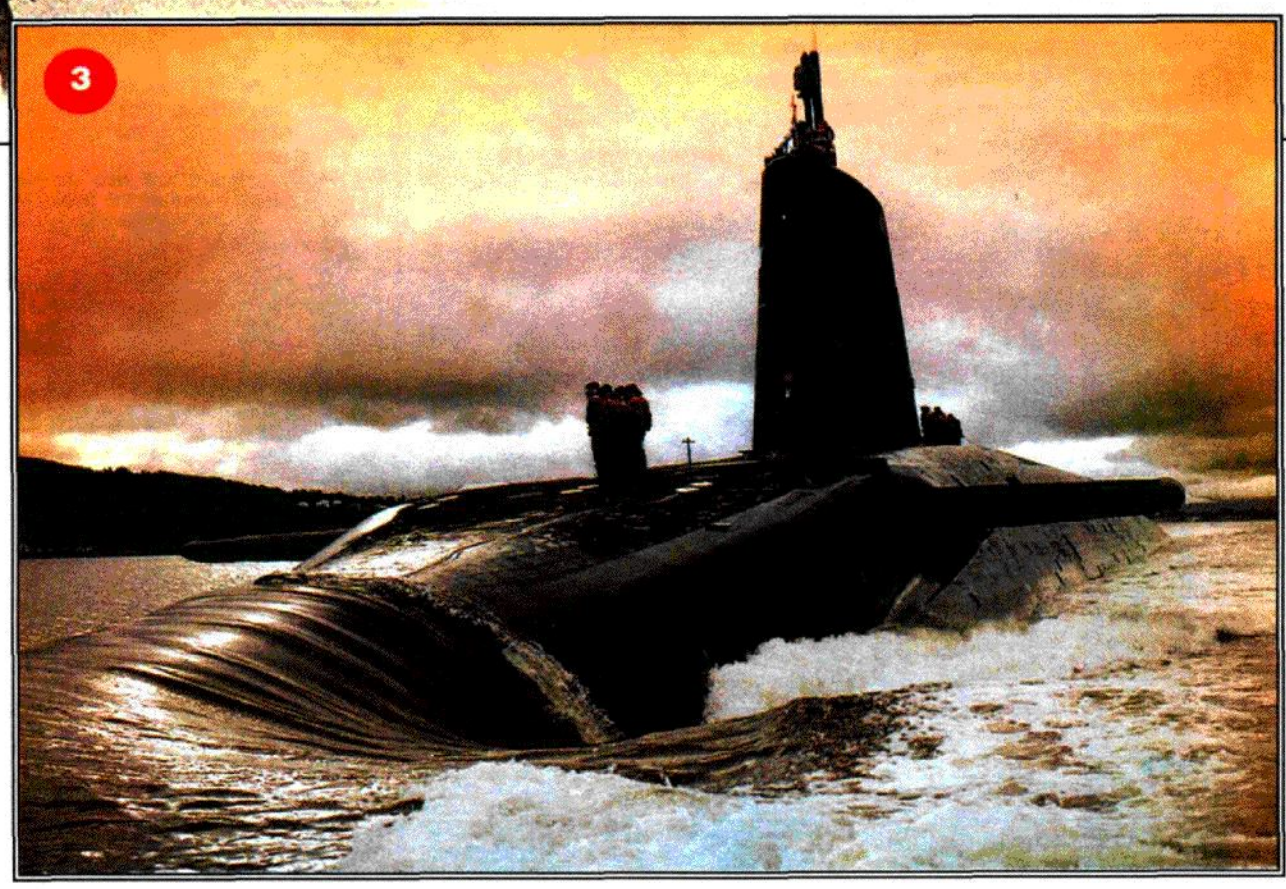
The pictures, of which this is only a small selection, reflect the full scale of increasingly high-tempo RN activity, which last year saw no less than 12 live operations.

The awards were presented at HMS President by the First Sea Lord, Admiral Sir Nigel Essenhigh.





3



At Your Leisure

Merchant shipping losses in detail

DURING World War II, as in World War I, merchant shipping was Britain's lifeline. Essential goods had to be brought across the oceans from Asia, Australia, Africa and America in merchant convoys escorted by British and Commonwealth ships.

Axis submarines, surface raiders and aircraft did their utmost to sink these vital convoys – and by tightening the noose on Britain's Atlantic supply lines in particular, came close to winning the war.

More of these ships – over 1,400 in all were sunk – were lost to German, Italian and Japanese submarine attack than to all other causes combined.

Using primary sources, Alan J. Tennent has compiled a comprehensive reference to this sad toll. **British and Commonwealth Merchant Ship Losses to Axis Submarines 1939-1945** (Sutton £25) provides a position for each loss, cargo descriptions and tonnage, identity of the ship's captain, number of crew, number of survivors, identity of the submarine responsible plus its ultimate fate.

There are also details of Operation Deadlight, the disposal of U-boats by the Royal Navy at the end of the war.

Festival captured in oils



EDMAN O'Aivazian's oil of the *International Festival of the Sea* at Portsmouth this year was included in the 56th Annual Exhibition of the Royal Society of Marine Artists.

The foreground of the painting is thronged with visitors and the USS Winston S. Churchill is shown behind them.

Another American connection comes with *USS New York and HMS Tiger in the Forth, 1918* by Fellow of the American Society of Marine Artists Ian Marshall.

USS New York was one of four American battleships sent to join the Royal Navy's Grand Fleet to provide support for the naval blockade of Germany.

The exhibition was held at the Mall Galleries. This year also sees a joint venture with the Royal National Lifeboat Institution, who will have a selection of work from their own permanent collection displayed in the East Gallery, including works by W. L. Wyllie and Stanhope Forbes.

CHILDRENS FUND

The Royal Navy & Royal Marines Children's Fund

Patron: **Her Majesty the Queen**

Registered Charity No. 1075015

HISTORY

Children of the Royal Naval Services have been supported for over one hundred years by the charitable funds, originally as orphanages but now
in ways appropriate to present day needs, such as schools, homes, special needs establishments, holidays and in their own homes in times of family crisis.

AIM

The Royal Navy & Royal Marines Children's Fund

formed from The RN & RM Children's Trust and The RN & RM Children's Home is the premier charity for providing charitable help to children of serving and ex-serving personnel of the Royal Navy, Royal Marines, The Queen Alexanda Royal Naval Nursing Service, the former Women's Royal Naval Service and the reserves of these forces.

Where children are in need, hardship or distress.

The needs of children are paramount and help is provided when not available from family or statutory sources.

HOW HELP IS ORGANISED

The Trustees are mainly serving officers or other naval personnel together with civilian Trustees who bring experience in other fields to the problems encountered.

consideration of every circumstance is therefore given swift and sympathetic attention by people who understand the difficulties of service and seafaring life.

The RN & RM Children's Fund works closely with many charities dedicated to providing help to children. If the type of assistance falls outside the objects of the Fund, then the applicant will be referred to other charities with the object of creating a care package.

Applications can be made at any time. Those seeking assistance can contact the office direct for an application form.

Applications are also received from a number of sources such as the Naval Personnel and Family Service (NPFS), SSAFA/Forces Help, the Royal Naval Benevolent Trust (RNBT), the British Legion, as well as schools, Local Authorities, Health Visitors and many others.

The Royal Navy & Royal Marines Children's Fund

311 Twyford Avenue, Stamshaw, Portsmouth PO2 8PE

Applications and referrals should be made to:
Mrs. M. A. Bateman or Mrs. L. Smith at the address above or by phone Tel: 023 9263 9534



● *Horatio Nelson, from a portrait by William Beechey, RA*

The best of Nelson – by others and by himself

AS the Nelson Decade passes the halfway mark, the rash of books commemorating the great man continues to spread.

Now reissued are two of the most famous biographies – one of the first, Robert Southey's The Life of Nelson **(Constable £16.99), and, still one of the best, C.S. Forester's** Nelson **(Chatham £18).**

Southey was a Poet Laureate, friend of Coleridge and Wordsworth – but his Nelson, **published in 1813, is the work he is best remembered for.**

Its enduring popularity is explained by the fact that it achieves two aims – it provides a clear and concise account which could easily be absorbed by any young sailor "till he has treasured it up . . . in his memory and in his heart", as well as being a fitting literary monument to Britain's greatest Naval hero.

It is also true that the most vivid accounts of historic events – if not always the most accurate – are those written closest to those they describe, and in this respect the book is a triumph.

In his introduction to this reprint, Alan Palmer describes it as "a quintessentially English period piece, as much a Regency classic as Pride and Prejudice".

Forester's Nelson **first came out in 1929, fully ten years before he began his Hornblower series that Nelson's life and times inspired.**

This was the most perceptive account to date. He brings the man alive and, as a student of human nature, is able to understand the contradictions and peculiarities of his character.

What comes across most strongly is the sheer force and vigour of his personality. As Tom Pocock, now regarded by many as the leading Nelson authority, has said: "Just how great Nelson and C. S. Forester were as commander and writer is shown when both come together in the latter's study of the former . . . this long-lost biography glitters with the sharp-edged intelligence of the two men. It is essential reading for admirers of both."

Nelson himself contributes with Nelson Speaks **(Chatham £18), a collection of his writings assembled and analysed by Joseph F. Callo.**

Nelson wrote a fragment of autobiography, but what we have here is an examination of compelling excerpts from his private letters and dispatches. He sums up his attitude to seapower in a letter written from HMS Victory near Cape Trafalgar a few days before the battle to his friend Sir George Rose, vice president of the Board of Trade: "It is, as Mr Pitt knows, annihilation that the Country wants, and not merely a splendid Victory of twenty-three to thirty-six, – honourable to the parties concerned, but absolutely useless in the extended scale to bring Buonaparte to his marrow-bones: numbers only can annihilate."

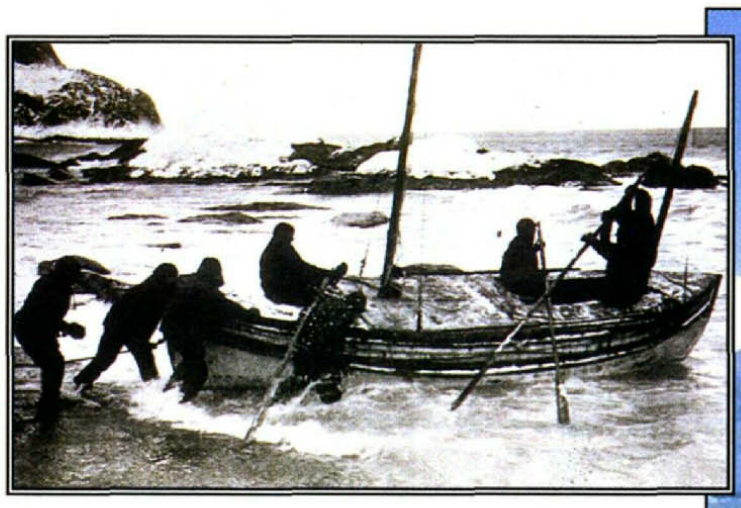
One of the most important changes in sea power during Nelson's time was the way naval battles were perceived. Previously, they rarely involved the total defeat of the loser.

Towards the end of the 18th century that changed, and Nelson was arguably the primary instrument of the new attitude.

At the Battle of the Nile both his combat doctrine and tactics were shaped to wipe out the opponent, and the French fleet was very decisively defeated. At Trafalgar the approach and result were similar.

This change in how naval battles were perceived was shared by both Nelson and Britain's political leaders at Whitehall – itself a noteworthy example of agreement between the two.

At Your Leisure





Shackleton writ large

INVITED to a preview of *Shackleton's Antarctic Adventure,* the latest film in the programme offered by London's IMAX cinema, *Navy News* Editor Jim Allaway took along one of the famous explorer's biggest fans, 92-year-old Harrison Beavers.

Harrison is registered blind – he suffers from macular degeneration and has only peripheral vision – so he wasn't expecting to take in much more than the soundtrack.

But the experience was literally an eye opener for him: "It was amazing – I could see all of it," he said. "Normally I can only pick out things on either side, nothing straight ahead. It's the opposite of tunnel vision – but the funny thing was, I could view the whole frame, and the detail was fantastic."

The British Film Institute's IMAX screen opposite Waterloo Station is the biggest in the country – more than 20m high and 26m wide. It is also concave, so viewers have the feeling of being transported into the film.

And the actual film used – called 15-perforation 70mm film – is ten times the size of the 35mm film used in conventional cinemas, which means it captures and holds ten times the information, producing a crystal clear image.

Shackleton's Antarctic Adventure tells a big story, too – perhaps the most astonishing in all the history of exploration.

Shackleton and his 27 companions set sail from South Georgia in December 1914 in an attempt to complete the first crossing of the Antarctic. Six weeks into the journey, the expedition was stranded with no means of contacting the outside world while their ship, the *Endurance*, was slowly crushed in the heavy pack ice.

With meagre food and clothing, Shackleton and his men spent the next two years fighting for survival in one of the harshest environments on Earth. The finale of this involved an 800 mile journey from Elephant Island to South Georgia, made by Shackleton and five others in the ship's lifeboat, the 22ft *James Caird*, in a last desperate bid for rescue.

In a cruel twist of fate, they landed on the wrong side of the island and faced a 26-mile trek across uncharted mountains and glaciers before reaching safety. When they returned to Elephant Island on August 30, 1916 – after three failed attempts – they found all safe. Not a single life had been lost.

In the film – which incorporates original footage from the expedition from the 1919 movie *South*, painstakingly restored by the BFI in 1998 – world-class mountaineers Stephen Venables, Conrad Anker and Reinhold Messner reenact the climb, paying homage to Shackleton's skills and accomplishment. Messner – in 1990 the first man to cross Antarctica on foot – said: "Shackleton's story would not be possible in our time. I think experiences like this are not even imaginable."

● *Above right: a scene from Shackleton's Antarctic Adventure featuring the epic voyage in the James Caird with (inset) the original at the moment of launch. Right: Sir Ernest Shackleton.*



ScreenScene – by Bob Baker

Spielberg dreams up a watery wonderland

PERHAPS the greatest compliment you can pay to **AI (Artificial Intelligence)** is to say that for the most part it's quite impossible to predict what is going to happen next.

The film is set several decades into the future, when advances in robotics have allowed a couple with a terminally ill son to buy, as substitute and consolation, a lifelike but artificial little boy, David, programmed to love them unreservedly.

But then the real son unexpectedly recovers, so David, now surplus to requirements, is quietly abandoned in the countryside . . . and the bulk of the movie – part fairy tale, part horror story – details his, or its, adventures in the brave new world which the film makers have imagined.

As you would expect from a project which originated with the late Stanley Kubrick and which was inherited and reshaped by Steven Spielberg, it's full of wonders.

Perhaps the most breathtaking of these comes towards the end of the picture, when David's odyssey takes him to a submerged New York – the consequence of melting Polar ice caps – and we pass through the crumbling underwater metropolis, en route to the final destination of the Coney Island funfair, where shoals of fish dart around the Ferris wheel, and eddies and currents gently sway the attractions of this transformed Wonderland.

The powerful hold on the imagination exerted by the undersea world and those human artefacts that have found their way down into it was strengthened by the discovery of the Titanic wreck in 1985.

The National Geographic Society has released a whole series of videotapes on the locating and exploration of the "superstar" wrecks – the Bismarck, the Lusitania, the Graf Spee etc.

But even the most sternly factual of documentary-makers can sometimes be carried away by the romantic, poetic side of the subject.

The Frenchman Jacques-Yves Cousteau, for example, in his 1957 classic *The Silent World* temporarily suspended his scientific approach while his cameras explored the remains of a torpedoed freighter, and Cousteau handed over the commentary to an actress, who delivered a moving elegy for the lost ship and her crew.

In fictional film making, of course, **AI**'s engulfed Coney Island has many precedents. A couple of years ago, the thriller *In Dreams* opened with a scene in which police divers searched for a murder victim in the abandoned buildings of a flooded township – a mesmerising sequence, especially compared with the routine serial-killer shenanigans which followed.

But **AI**, it must be said, manages to present a whole range of fascinations in addition to its watery ones.

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Royal Naval Association



● John Luxton.

John gains his century

NAVY veteran John Luxton has just celebrated his 100th birthday.

John, who was in ships torpedoed in both World Wars, as well as being in the thick of things in actions against the Russian Bolsheviks, in Palestine and against Chinese high seas pirates, notched up his century on September 21.

Although not as mobile as he used to be, John managed to get to this year's reunion of the battleship HMS Nelson in May from his home in Buckinghamshire.

Among the ships he served in were cruiser HMS Endymion, torpedoed in the Med during World War I, battleship HMS Monarch, in which he saw the surrender of the German warships to Admiral Beatty, destroyer HMS Sturdy, and light cruiser HMS Durban.

Pension proposals fail to pass muster

THE ROYAL Naval Association has highlighted "fundamental flaws" in proposed changes to compensation arrangements and the Armed Forces Pension Scheme.

These will apply to future Servicemen and women, but present Servicemen and women will have the right to opt in if they wish.

Invited by the Defence Committee of the House of Commons to submit written evidence on the proposals, the RNA fired off a salvo of comments which they believe are hard-hitting – but constructive.

The RNA, with more than 450 branches in the UK and abroad, and a membership of more than 36,000, claims to be about four per cent of the constituency of men and women who fought in the Naval Service in World War II.

In a statement summarising the Association's views, the RNA said the belief that underpins their response is that people who served in the War, the Falklands, the Gulf and the Balkans risked their lives for their country and to preserve democracy.

In return, there should be fair compensation to the victims of conflicts, a principal which applies equally to the Servicemen and women of today and the future.

The compensation review, in the opinion of the RNA, "fails to recognise the special status of war pensioners and war widows.

"Indeed, it insults that status by comparing injuries received as a result of service to those received by civilians/those injured in criminal activities."

In this respect, according to the summary, "the Review is fundamentally flawed."

The RNA also point out:

■ Proposed compensation levels are too low

■ There is no mention of index-linking

■ It would be "very wrong" to pay a lump sum as compensation for lost earnings as opposed to an income stream – and the statement does welcome a proposal to have a guaranteed income stream.

■ There is no mention of the continuation of the War Pensioners' Welfare Service, aftercare welfare service, or of priority treatment in the NHS for war pensioners for their acknowledged disabilities.

■ There is also no mention of the Inheritance Tax Concession given for those killed in action or who die later as a result of war wounds.

Turning to the Armed Forces Pension Scheme, there is concern that publicity about the current system refers to a full pension including gratuity which is worth ⅔ of the individual's rate of pay.

The new scheme will, according to the statement, give only 62.5 per cent of final pay – and the shortfall is "unsatisfactory, particularly when compared to other nations, for example the Netherlands."

It continues: "There is no recognition of the increased hazards of Service life in the proposed levels of awards which appear to compare poorly with other public sector employees.

"Once again, the underlying philosophy behind the review is fundamentally flawed."

The statement concludes: "The British Armed Forces are second to none. If either of these two reviews is accepted, they will not contribute to the continuation of this.

"In summary, the Compensation Review and the Armed Forces Pension Scheme fails to achieve the key objective of ensuring that those Servicemen and women of the future are as well looked after as those of the present and past."

■ The number of War Disablement pensions paid fell by 10,000 in the year to June 2001, according to figures released by the Defence Analytical Services Agency.

The total dropped from 239,000 to 229,000, while the the number of War Widows also fell, from 53,000 to 52,000.

More than 80 per cent of disablement pensioners have pensions awarded at the 50 per cent rate or less, with the largest group being those at the 20 per cent level.

Less than five per cent receive the 100 per cent disablement rate.

The overall average weekly amount of war disablement pension and associated supplementary allowances is £60.43, while the average weekly amount received by war widows is £169.03

Veterans forum

THE FIRST Veterans' Plenary Forum took place on 16 October, chaired by Dr Lewis Moonie, Veterans' Minister.

Its aim was to hear views on the status of the ex-Service community and it will seek to make real improvements to the lives of veterans, whether from the World Wars or from more recent operations.

Legion in drive for 'fairness'

THE ROYAL British Legion is launching a campaign to help bring about the end of the "post-code lottery" of war pensions and local authority benefits.

The RBL has the London borough of Bromley in its sights after it emerged that technical errors in processing benefit claims could lead to a council review of procedures.

Bromley is one of only six local authorities in the country which does not totally disregard war pensions when calculating housing benefit and council tax rebates.

While the majority of authorities disregard the pension entirely, Bromley disregards £10 – the minimum laid down by Government.

The RBL contends that war pensions are not state benefits, but compensation payments for Service-related illness or injury.

Tom House, RBL Head of Pensions, said: "The vast majority of local authorities disregard war pensions entirely, so these variations between authorities result in nothing less than a postcode lottery. It's just not fair."

The Legion's long-term aim is to replace the current system with a new nationwide policy determined by Government, ensuring war pensioners are treated equally wherever they live.



● The Royal Naval Association Christmas card this year features Swiftsure-class submarine HMS Sceptre and Type 23 frigate HMS Marlborough.

Submarine featured on RNA Christmas card

THIS year's Royal Naval Association Christmas card pays tribute to the Silent Service in its centenary year.

The card, which is part of a carefully-selected series over the years, features Swiftsure-class attack submarine HMS Sceptre and Type 23 frigate HMS Marlborough.

The cost of a pack of ten cards with envelopes is £3.50.

Orders with cheques should be sent to RNA Headquarters at 82, Chelsea Manor Street, London SW3 5QJ, telephone 020 7352 6767, or fax 020 7352 7385.

Service for Don

SEVEN standards were paraded at the funeral for Don Spiers, honorary secretary of Gloucester branch, who died at the age of 70.

St Stephen's Church, Gloucester, was packed by former members of the Royal Navy, Royal Marines and Army for the service.

A Royal Marines bugler played the Last Post.

The congregation then returned to the Gloucester RNA club, where a toast took place in honour of Don, who was also honorary secretary of the RMA, and a member of the local RBL branch.

£50 PRIZE PUZZLE



THE MYSTERY ship shipping it green in our September edition was HMS Diomede.

The winner of our £50 prize for identifying the frigate was Richard O'Connor, of Daventry.

This month's mystery ship, like last month's, would be familiar to tiffies in training, and she also mounted a one-off armament variation.

Which ship is she? The correct answer wins another £50.

Complete the coupon and send it to Mystery Picture, *Navy News*, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is December 10. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our January edition. The competition is not open to *Navy News* employees or their families.

MYSTERY PICTURE 81

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.....

.....

My answer .....

Naval Quirks



Royal Naval Association



Golden dinner for 50 unbroken years

THE DORKING branch of the RNA, formed in West Street, Dorking, on August 15, 1951, has spent the past 18 months raising funds to celebrate their golden jubilee.

Still very active, the branch held a grand dinner and dance at Denbies Wine Estate, at which Capt Bob McQueen RN, General Secretary of the RNA, and his wife were guests of honour.

The 150 guests were piped in with the traditional bosun's pipe call of 'Hands to dinner', at which they sat down to a three-course meal.

A parade of standards took place, by Woking branch, just prior to the meal.

The first toast was to the RNA, proposed by secretary Fred Thorogood, with the reply by Capt McQueen, who then proposed a toast to the Dorking branch.

The reply was by Bill Best, treasurer of the branch, and the guests were toasted by social secretary Derrick Groves, answered by Rod Fraser of the Woking branch.

After the speeches came 'Up Spirits' on the bosun's pipe, followed by 'Splice the mainbrace'.

Towards the end of the evening, Woking branch carried out the ceremony of sunset, when the standards were carried out, and the ensign lowered.

Capt McQueen presented the branch with a certificate marking 50 years of unbroken service.

Dancing continued until 1am, and a grand raffle was drawn, with prizes donated by members of the RNA, and by businesses and shops from the town.

The branch has expressed its thanks to Denbies Wine Estate, and to the shops and businesses which have supported the RNA.

● *Members of Peterborough branch, along with representatives of 16 ex-Service associations, attended the dedication of 16 memorial stones in the town's Central Park. The event, organised by the Royal British Legion, was attended by the Lord Lieutenant of Cambridgeshire, Mr James Crowden, the Mayor and Deputy Mayor. Pictured with one of the stones are S/Ms Les Harbour and Bud Abbott. The stones came from India.*

Around the Branches

Aquitaine

The 'entente cordial' between members of the branch and their 'oppos' of the AMMAC, the French equivalent of the RNA, grows in strength.

Joint functions are shared with members of Villeneuve, Bergerac and Lilande branches, which will be represented at the branch Trafalgar Day lunch, attended by Capt Allan Adair RN, Naval Attache in Paris.

A welcome is extended to new members and RNA visitors in the area, and ships visiting Bordeaux – the last one was Type 22 frigate HMS Coventry earlier this year.

Members meet for lunch on the second Wednesday, and those keen to join them should contact Ken Napier on 0033 5 53 01 72 80, or Don Pike on 0033 5 53 22 46 32.

Derby

On the invitation of branch president Cdr Simon Middlemas RN and his wife Judith, branch members and their wives, with those of the Derby Submariners Association, headed north for a barbecue in the Middlemas home in Scrabster, Caithness.

It was an occasion enjoyed by all, followed next day by a tour of the Vulcan Naval Reactor at Dounreay, conducted by Cdr Middlemas, Naval Superintendent of the establishment, and Lt Cdr Mark Prince.

Before the visitors returned home they enjoyed an informal social evening in the Thurso Royal British Legion club.

Cdr Middlemas became branch president and vice president of the local Submariners Association when serving as Naval Liaison Officer at Rolls-Royce Marine Power, Derby, and continues to take a ken interest in the ex-Service associations within the city.

Havant

The chairman and members of the branch extended a warm welcome to their new president, Cllr David Farrow, Mayor of Havant and a former sergeant-major in the Royal Marines, who said he was honoured and delighted to be invited to take on this office.

His acceptance was gratifying for S/M Derek Kennard, the branch secretary, who had worked hard to get him on board.

Bletchley

Bletchley branch rededicated its standard at the Church of St Mary's in August.

A total of 28 standards, including five representing areas, were paraded at the event, some travelling long distances to be there.

The parade which followed the service was led by the band of TS Warrior, and headed to the Bletchley headquarters and club for a buffet lunch, provided by Mrs Gascoyne.

Those who helped make such a success of the day – including the local police and the Sea Cadet unit from TS Invincible – were rewarded with good weather as the threatening storm clouds rolled away.

The parade was inspected at headquarters by club president Vice Admiral Sir Norman King.

Bromley

If the branch ends the year in buoyant mood, it is largely due to good fortune, an increase in membership and enjoyable outings to Chatham and Maidstone branches.

The tide turned when the Mobil Oil Company made the branch a donation of £500 which enabled it to upgrade furniture in their meeting-place, TS Narvik Sea Cadet unit.

This was followed by a lottery grant of £1,500 which meets the travel expenses of members attending delegates/conference meetings.

The branch welcomes new recruits and meets on the first Friday at 2000 at TS Narvik, Bromley Common.

Further details are available from S/M Bob Puttick on 020 8462 4184, or S/M D. Ward on 01689 871699.

Number 4 Area

By kind permission of the Commanding Officer, Cdre Laurie Brokenshire, the new area standard was dedicated at HMS Raleigh at a service conducted by the chaplain of Raleigh, Rev Ned Kelly, and attended by the Gunnery Officer and his Parade staff.

The new standard was carried by area standard bearer S/M Malcolm Day, of the Chard branch, and escorted by S/Ms David White, the national council member of the area, and Mick Arnold, secretary.

At the 'Up Spirits' following the parade, S/M Jim Patterson, the area ceremonial officer who organised the event, was presented with a pace stick in recognition of all his hard work.

Cheltenham

Next year marks the 60th anniversary of the loss of HMS Legion,a Laforey-class destroyer which was bombed and sunk while berthed at Malta in 1942.

As the town's adopted wartime ship, the branch will mark the anniversary with a remembrance and dedication service in March next year, and would like to contact survivors and next of kin of those lost in the Legion to attend the ceremonies

They would also like to invite survivors and next of kin of those lost in the armed merchant cruiser Rajputana (sunk by U-boat on April 13, 1941), HMS Cossack (sunk by U-boat on October 28, 1941) and HMS Ark Royal (sunk by U-boat on November 13, 1941).

Further details are available from S/Ms Jim Swain 01242 23541, e-mail *nj_swain@hotmail.com*, or Bob Wheatley on 01242 224192, e-mail *navalairman@robert-anthony.freeserve.co.uk*

Swindon celebrates anniversary

SHIPMATES turned out in strength for the dedication of the new Swindon branch standard on an occasion which coincided with the 25th anniversary of the branch.

The service, in St Mark's Church, was attended by the president of the RNA, Vice Admiral John McAnally, the president of Area 6, S/M Nobby Clark, and branch president Rear Admiral Nicholas Wilkinson.

The Chaplain of the Fleet, the Ven Simon Golding, preached the sermon.

Forty standards were paraded at the march-past, at which Admiral McAnally took the salute.

The ceremonies over, shipmates and guests attended a function in the TA Centre, a memorable occasion for S/M Frankie Fowler, founder member and branch secretary for 25 years.

In recognition of her unstinting work for the branch, Frankie was presented with a framed commendation and a gold necklace and bracelet.

Standards paraded at Menin Gate



● *The Birmingham RNA and Nautical Club standards are paraded at the Menin Gate in Ypres., Belgium*

THE BIRMINGHAM branch of the Royal Marines Association have paraded their standard at the Last Post ceremony at the Menin Gate in Ypres in Belgium.

Bearers Brian Boyce and John Bessant paraded the Association standard and one from the Nautical Club in Birmingham; Wilf Severn read the Exhortation, John Cook laid the wreath, the other John Cook did the escort, and Alan Reed organised the trip.

A cheque was handed to the Last Post Association to help keep this moving ceremony alive.

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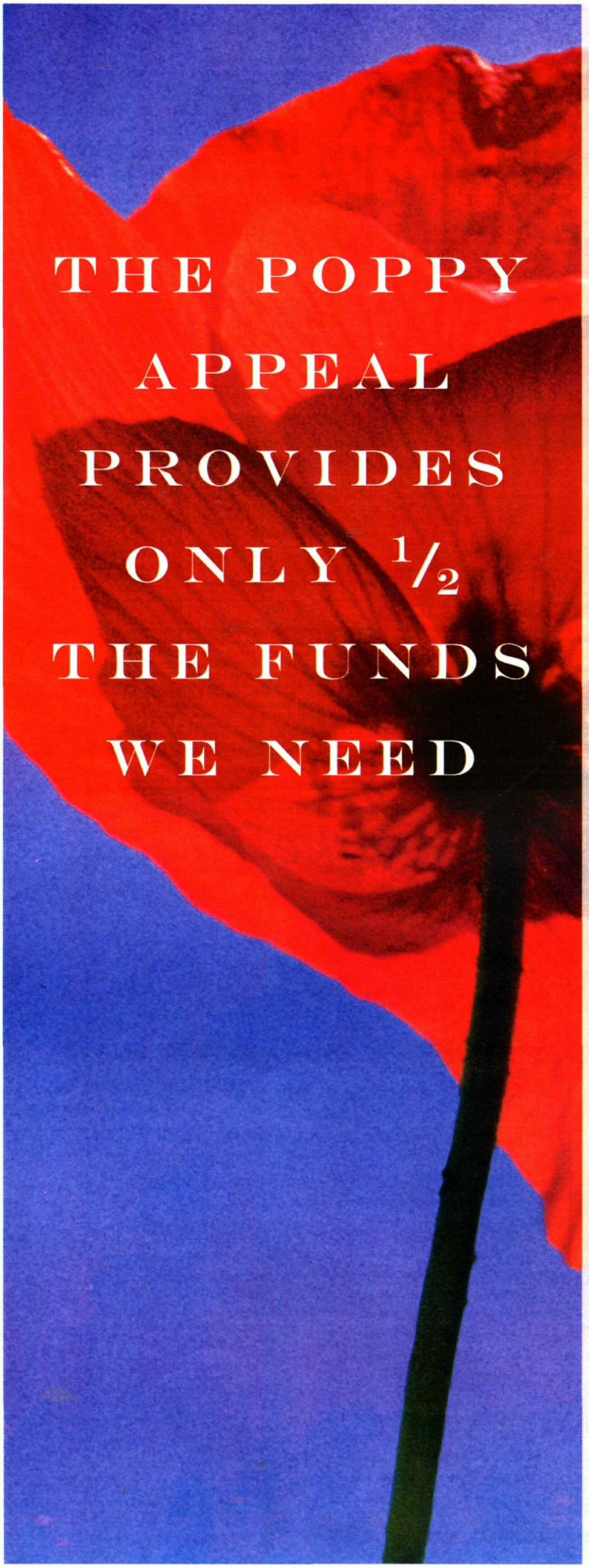
Tel: 01634 852431 Fax: 01634 281709
e-mail: pembrokehouse@rnbt.org.uk
web site: www.rnbt.org.uk

RNBT HEADQUARTERS

The Royal Naval Benevolent Trust, Castaway House,
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THE ROYAL BRITISH LEGION

NoticeBoard

NAVY NEWS looks back through its pages to recall some of the November headlines of past decades . . .

THE TIME OF YOUR LIVES



● *'Jenny' – Mrs Ng Muk-kah, BEM – with Lt Ian McClure on board HMS Danae.*

40 years ago

HMS Leopard was despatched at speed to Tristan da Cunha in the middle of the South Atlantic to salvage equipment and personal possessions of islanders evacuated following the eruption of the volcano. The frigate's most unpleasant task was the destruction of the dogs, which had to be taken to nearby Nightingale Island and shot. Only two puppies were spared – inevitably christened 'Tristan' and 'Cunha' – to be cared for on board. Left behind were 450 head of cattle, sheep and donkeys, for which there were adequate supplies of grass and water, and the island's population of cats which would keep down numbers of rats.

30 years ago

JENNY and her famous side party spent a day on board the Leander-class frigate HMS Danae. One of the most popular figures around HMS Tamar, responsible for painting Hong-Kong based and visiting ships since 1928, she came at the invitation of the ship's commanding officer, Capt R. S. McCrum, who was dismayed to learn that she had not been to sea in anything bigger than a sampan since 1960, when she sailed in the cruiser HMS Belfast.

20 years ago

Belize guardship HMS Ariadne played a major role in the celebrations which marked the independence of the colony. Prince and Princess Michael of Kent attended a service of thanksgiving in the cathedral and the ship provided street liners along the Royal route from Government House and a Royal Marines escort for the new Belizean flag.

Appointments

Commodore A. M. Massey to HMS Campbeltown as Commanding Officer on September 14, 2001.

Capt C. R. Style to be promoted Rear Admiral and to be Capability Manager (Strategic Deployment) in succession to Rear Admiral R. G. J. Ward on June 25, 2002.

A/Cdr I. T. Roberts to HMS Triumph as Commanding Officer on December 7, 2001.

Capt C. J. Gass to HMS Dryad as Captain on January 15, 2002.

Capt C. A. Johnstone-Burt to Dartmouth BRNC as Commodore on January 10, 2002.

Cdr K. E. Blount to HMS Sutherland as Commanding Officer, August 28, 2001.

Lt Cdr M. Jones to HMS Somerset as Commanding Officer, August 28, 2001.

Rear Admiral R. J. Lippiett to be Commandant Joint Services Command and Staff College in succession to Air Vice Marshal B. K. Burridge from January 2002.

Deaths

WO(MEA) Samuel J. C. McKnight, HMS Neptune, September 15.

S. J. Clinton, ex-LWTR. Ships include Sheffield and Ark Royal. Reported missing in the World Trade Centre, New York, September 11.

Lt Col David Hunter, MC, RM. Colditz veteran. Awartded Mention in Dispatches at defence of Calais, May 1940. MC for action in Perak province, Malaya. September 5, aged 81.

Sir James Cable, naval historian. Works include *Gunboat Diplomacy*. September 27, aged 80.

Cdr Henry Duff-Still, DSO, DSC. One of first RNVR officers to command a destroyer, HMS Stevenstone, which caused havoc among E-boats on D-Day. August 13, aged 98.

Hans Brill. Commanded X-craft 1957. Librarian of Royal College of Art, 1967-87. July 24, aged 71.

Bernard Daly. Ex-AB HMS Wolverine, rammed and sank Italian submarine Dagabur during Operation Pedestal. July.

Frederick Harms. Ex-CPO. Served 1939-48. Ships include Maidstone, Edinburgh Castle, Express, Drake, Argonaut, St Angelo. September 8, aged 80.

Herbert George Woods. Ex-PO Tel and submariner. Served 1918-45. Submarines include Sturgeon, Seawolf, Perseus, Olympus and Porpoise. Life member Bromley Submariners Association. September 25, aged 99.

R. Doring. Ex-LTel. HMS Cossack at 2nd Battle of Narvik and Bismarck hunt. Other ships include Scylla, Asbury, Ameer and Ringwood.Vice president HMS Cossack Association, Aged 82.

Mike Wooldridge. Ex-MEM. Served in submarines Acheron, Tiptoe, Rorqual. Gosport Submariners Association. September 30, aged 57.

Edward Graham Davies. Ex-submariner. Served 1961-76. HMS Andrew, Singapore. July 23, aged 61.

Ernest Standley. Served for 20 years at Sea Cadet HQ. September 3.

Lt Cdr Alan Jefferson. Served 1937-71. Ships include Cornwall, Landguard, Albatross, Albion, Ark Royal, Falcon. member Majestic 'Caledonia' 1937-39 Boys Association.

Gerald Barrett, ex AMO, FAA 809 Sqn. August 2001.

Cdr Peter Hill. Served 1942-82. Ships include St George, Howe, Vanguard, Birmingham, St Vincent, Excellent, Indefatigable, Ocean, Theseus, Modeste, Diana, Nubian, Arethusa, Salisbury, Keppel, Berwick, Lowestoft and Warrior. August 25, aged 74.

Gordon Neeson, ex AB gunlayer. Ships include Raleigh, Drake, Illustrious, Vanguard, Bermuda, Cockade. June, aged 80.

Brian Wilkinson. Ex-LME. HMS Belfast 1961-63. September 26, aged 59.

Fred Mitcham. Ex-OS. HMS Belfast 1949-50. September.

ASSOCIATION OF RN OFFICERS

Lt Cdr(E) G. O. Bell. Served Nubian: , Victory and Tamar.

Lt Cdr J. G. B. Bedells. Served: Fulmar, Venerable, Theseus, Triumph, Peregrine and President.

Lt Cdr (X) H. A. Cheetham. Served: Dido, President, Ceylon, Royal Charlotte and Mercury.

Cdr(E) B. Cole. Served: Bulwark, Bermuda, Raleigh, Caledonia, Howard, Andromeda, Osprey, Centurion and Warrior.

Lt Cdr(X) A. M. Griffiths. Served: Jutland, Kaniere, Terror and Bigbury Bay.

Lt (X) A. L. K. Herbert-Gustar. Served: St Angelo, Eagle, Vernon and Dolphin.

Lt Cdr D. H. C. Lowis. Served: Newfoundland, Flint Castle, Challenger, Cook, Dalrymple.

Lt Cdr(X) A. H. Martin. Served: Malaya, Howe, Duncansby Head, Ocean and Drake.

Lt Cdr(X) Sir Michael Nall, Bt. Served: Hood, Wolsey, Tyrian, Sluys, President, Battleaxe, Tamar, Cambridge and Excellent.

Lt Cdr(S) H. N. Paulley, OBE. Served: Cumberland, Pembroke, Terror, Alaunia, Bermuda, Dalrymple and Osprey.

Lt Cdr(E) W. A. Taylor, DSC. Served: Stygian, Solent, Plucky, Tiptoe and Dolphin.

ROYAL NAVAL ASSOCIATION

Albert S. Hayter. Ex-PO. Served 1936-52. Ships include King George V, Limbourne, Frobisher, Glasgow, Belfast. September 20. Founder member Redcar RNA.

Brian T. M. Greenough. Ex PO Rel/PO WEM(R). Served 1959-82. Ships include Collingwood, Victorious, Manxman, Mauritius, Rothesay, Warrior, Hecla, London, Pembroke, Alacrity, Nelson. Former Chairman Thetford RNA. August 25, aged 59.

Sonia Peardon Associate member Kingston-upon-Thames RNA. aged 57.

Walter (Wally) Henry. Served 18 months National Service at Lee-on-Solent RNAS. President Runcorn RNA. September 9, aged 76.

Robert Sowerby. Ex-CERA. Freeman of City of Carlisle. Kendal RNA.

Norman Dennis Green. Ex Warrant Engineer. Ships include BYMS L55, 32, 2032. MFV175, MMS24, 76. Duke, Europa, Asbury, Colinsay, St Tudno, Pembroke IV and Lynx. Treasurer N London Branch RNPSA. September 3.

Trevor (Paddy) McMullan. Ex-PO FAA 1961-84. Served Daedalus, Lossiemouth, Culdrose, Hermes, Blake, Victorious. Belfast RNA. Aged 57.

David George Nicholls. Ex-PO REM. Served 1956-66. Ships include Whitby and Stonecutters, Hong Kong 1962-64.

James David Murdock. Ex-FAA, Nuneaton RNA. September 23, aged 76.

Robert Aldridge. Nuneaton RNA. October 2, aged 76.

William Adamson. Ex-LS. Served 1950-62. Uxbridge RNA and Middlesex Submarine Association.

Andy Finn. Survivor HMS Sikh. Served 1937-53. President Thurrock RNA and Chairman South Essex Far East Veterans Association. September 28, aged 84.

Arthur Boxall. Ex-Yeo Sigs RN and MN. Served 1930-52. Ships include Suffolk, Kent, Scimitar, Pursuer. Sudbury Halstead and Hedingham RNA. September 15, aged 85.

Swop drafts

POWTR J. R. Wright, HMS Drake. Drafted RNAS Culdrose UPO December 18 2001. Will consider Torpoint, Devonport or similar. Tel 01752 555243.

LMEM S. J. Norman, 6E2 Mess HMS Ark Royal. Will consider any Type 42 deploying or not.

LMEM(M) Britchford, 6E2 Mess, HMS Ark Royal, BFPO212. Will consider any Type 42 deploying or not.

LMEM Hill, 6F4 Mess, HMS Ark Royal, BFPO 212.. Will consider any Type 23 deploying or not.

CHEF Stephen Truesdale, HMS Gloucester, BFPO 289. Drafted HMS Liverpool February 22, 2002. Any ship deploying February or later.

LCH Till, HMS Nottingham, BFPO 346. Due to deploy to Far Esat in March 2002. Will swop for any ship not deploying.

POWTR J. Hotson, HMS Argyll, BFPO 210. Drafted to Writers School, HMS Raleigh March 2002. Will swop for any Devonport UPO.

OM(AW)1 R. C. Smith, HMS Nottingham, BFPO 346 deploying Far East March 2002. MOD 1 trained. Will swop for any Portsmouth non-deploying ship.

OM(AW)1 M. J. Agutter, HMS Dryad. Drafted to Leeds Castle (Falkland Islands) November 26. Will swap for any UK shore base or Type 22 not deploying. Contact CPOW(R) Russell on Dryad 4803.

Ratings seeking to swop drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service – sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on Form C240 to NDD, Centurion Building.

Care home re-opens in Kent

MAURICE House, the Royal British Legion Care Home in Broadstairs, Kent, has re-opened, following major refurbishment.

Lord Morris of Manchester, a long-time supporter of RBL, performed the opening ceremony, also attended by the Mayor of Broadstairs, Cllr Jeffrey Kirkpatrick.

One of the RBL's seven residential/care homes, Maurice House now has 47 bedrooms, all of which offered en-suite bathrooms with specially designed equipment.

Installation of a second lift ensures wheelchair access throughout the building, while all rooms have a call system for the trained nurses and care staff who provide 24 hour support.

Brand new facilities include a state-of-the-art therapy room, an in-house cinema and raised flowerbeds for residents who enjoy a bit of gardening.

Manager Jane Bannan said Maurice House met an important need in the region where the elderly population was growing.

Pregnant women in Naval Service feel 'isolated and guilty'

STUDY of the care and counseling of pregnant women in the Naval Service has shown that many are left feeling isolated – and even guilty for the "problem" they are causing.

"This is quite clearly unacceptable and must be a contributing factor to the decision by 70-80 per cent of women to leave the Service after childbirth, the Director of Naval Service Conditions Commodore Peter Wilkinson told *Navy News*.

"While I accept that a seagoing commitment is unlikely to be attractive to many mothers, we must do all we can to encourage them to continue their careers and thus reduce the shortage of senior female officers and ratings that we are presently suffering.

"Sympathetic handling during pregnancy will undoubtedly help."

Cdre Wilkinson said it had been clear for some time that the information available to help Divisional Officers and Line Managers in providing appropriate care and advice to pregnant women was "somewhat sparse, generally confusing and incoherent."

The new Joint Service Defence Council Instruction **(DCI JS 99/01)** was clearer and more helpful than its predecessor – but the regulations governing maternity leave were necessarily complex and still required careful reading.

"The result is a wide disparity in the treatment of women during their pregnancy and some are not receiving the level of support they deserve at a time when they are faced with critical decisions about their future."

Cdre Wilkinson had made a study – with the help of two pregnant officers – to work out how the Navy might do better, in properly meeting its duty of care and support both during pregnancy and in the months immediately afterwards.

The result is two publications – one for guidance for Divisional Officers and Line Managers and one as a 'Maternity Pack' providing guidance and general information to the women themselves, the latter to be available from UPO Maternity Desks ashore.

Iain's first call

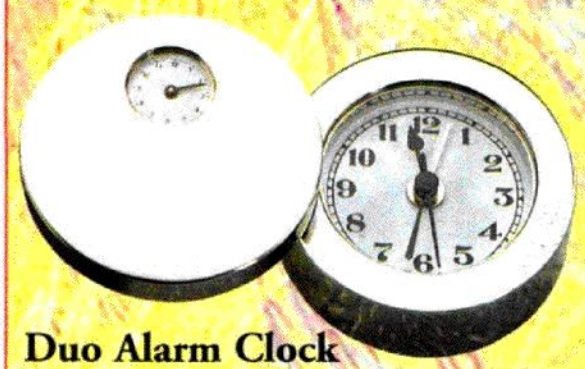
NEW Conservative leader Iain Duncan Smith is greeted on board HMS Lancaster at Portsmouth by the Type 23 frigate's Commanding Officer Cdr Ben Key.

Mr Duncan Smith spent two hours on board, touring all departments and winding up with a discussion with junior rates in one of their mess decks.



Looking forward to Christmas

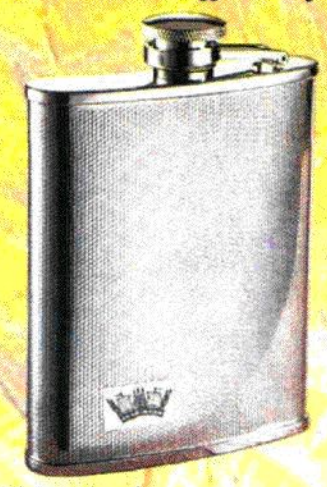
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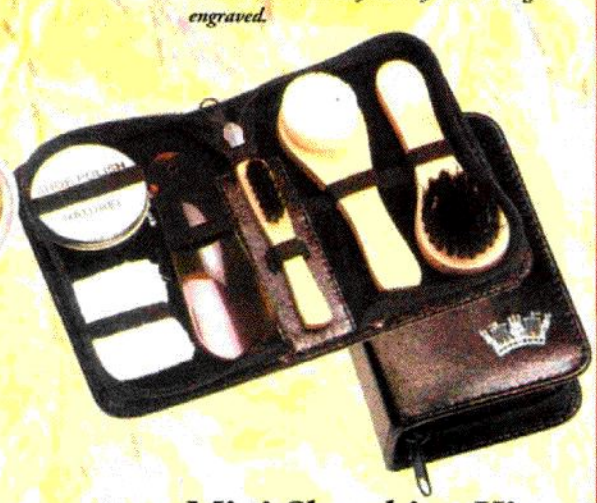
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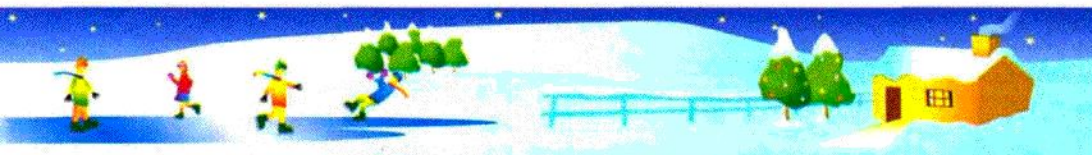
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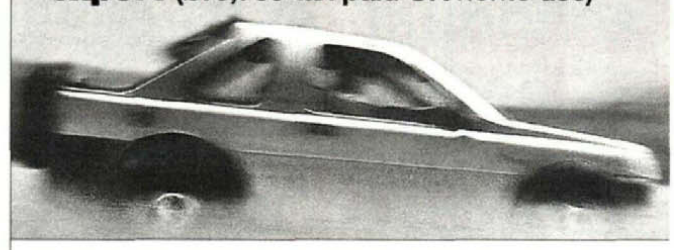
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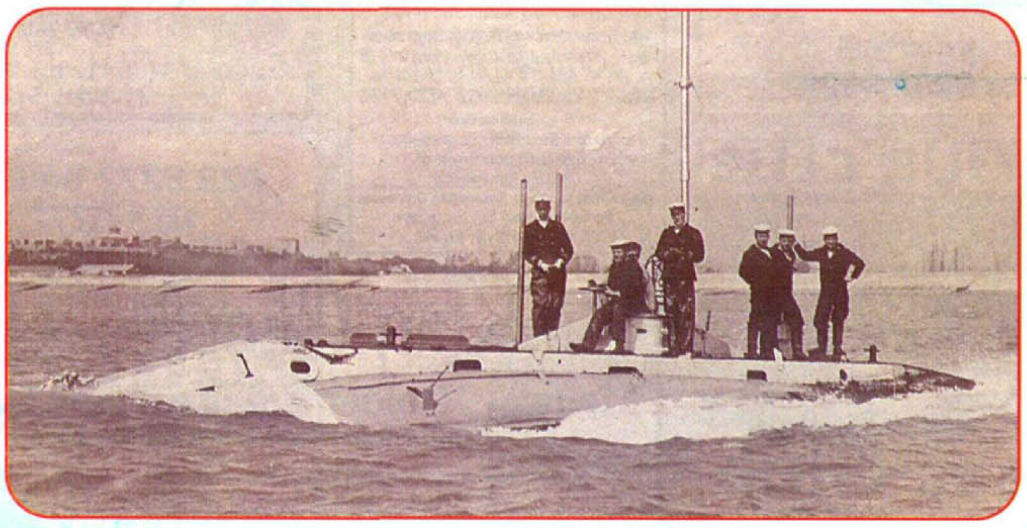
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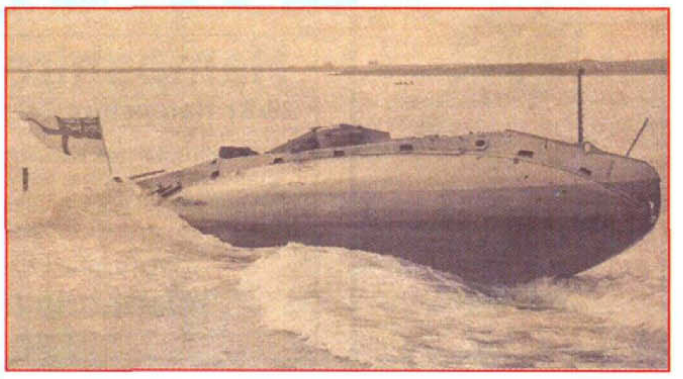
The GANG PLANK Club

Cap'n Plank



HAPPY BIRTHDAY HOLLAND I





The launching of Holland 1 in 1901

Captain Plank was lucky enough to be invited to a very special birthday party on 2nd October. It was the 100th birthday of the submarine Holland I.

The birthday party took place in Holland I's new specially built home in the Royal Navy Submarine museum in Gosport.

She was Britain's first submarine, officially known as HM Submarine Torpedo Boat Number 1, but better known as Holland 1 after its Irish-American inventor, John Philip Holland.

This amazing submarine entered service in 1901. She measures less than a cricket pitch and was fitted with a single torpedo tube from which she could fire a Whitehead torpedo. The torpedo had a range of 300 yards and carried 25 lbs of TNT, enough to do some serious damage to an enemy.



She carried a crew of only eight men and even this was pretty cramped. There were certainly no luxuries!

She also carried a strange, permanent cargo of three white mice. If they became sick or died the Captain would know that carbon monoxide was leaking from the submarine's petrol engine and it was time to surface and let in some fresh air.

The men who went under the sea in Holland I were very brave and their work meant that submarines were taken seriously and developed further.

At the birthday party Captain Plank raised a toast to those men and sang Happy Birthday to the wonderful little submarine Holland I.

RAISING THE KURSK UPDATE

Do you remember in our special Deep Sea edition we told you about the submarine Kursk?

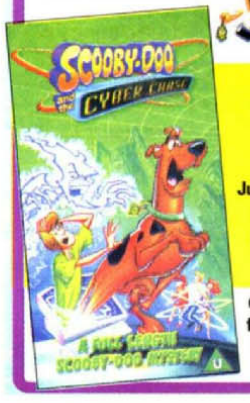
Well, the huge lifting platform Giant 4 has been in place for some time now in the Barents Sea, and, by the time you read this, the submarine could be on its way to Murmansk, secured under the platform by enormously strong cables.

To find out more about the amazing operation to recover the Kursk log on to www.kursksalvage.com



Holland 1 on display to the public

Warner Home Videos WIN! WIN!



You could be a lucky winner of one of these ONE OF THESE SCARIEST AND MOST FRIGHTENINGLY FUNNY SCOOBY ADVENTURES EVER.

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On general release from 22nd October 2001, Price £12.99 VHS £15.99 DVD

Closing Date For Entries: 7th December 2001

GANGPLANK MEMBERS WIN YOURSELF AN BANDAI ACTION PRIZE WE HAVE ...

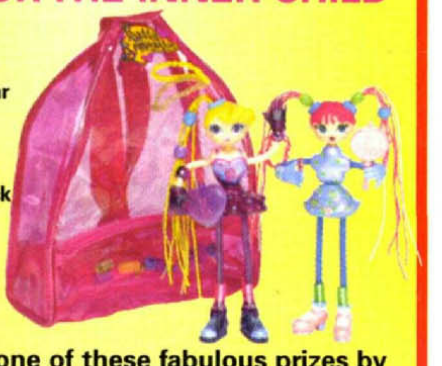
FINAL FANTASY: The Spirits Within-

From this years most action-packed CGI blockbuster come this year's most out-of-this world action figures, courtesy of Bandai toys. Aki, Grey, Dr. Sid and the fearsome Phantoms are ready to fight for the fate of the Earth against an invading race of phantom-like aliens in the year 2065.



A DOLL FOR THE INNER CHILD

The Betty Ready To Party Backpack is a version of the popular life style doll - Betty Spaghetty which looks like an accessorised backpack and contains two mix-n-match Betty dolls, with fuchsia and yellow accessories.



You could win one of these fabulous prizes by answering the following two questions.

Q1: In what year is the film 'The Spirits Within' set?

Q2: What colours are the accessories in the Betty Backpack?

Send your completed answers on a postcard with your name, age, address and members number to:

The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

The judges decision is final. Employees and relatives of Navy News are ineligible.

Closing date for entries - 7th December 2001

AWESOME ON THE WATER IN 2001

You can log on and follow the race @ www.VolvoOceanRace.org







The year 2001 has been an incredible one for yachts, especially racing ones.

In August the town of Cowes on the Isle of Wight hosted one of the most awesome sailing events. It was a sailing regatta that celebrated one hundred and fifty years of racing by nations across the world for a special cup called the America's Cup. Some of the world's richest and most famous racing sailors came to England to sail their beautiful and very fast America's Cup yachts against each other.

The America's Cup Jubilee was a sight lots of people will never forget!

In September eight yachts set off from Southampton to race around the world in the Volvo Ocean Race. All the people on the yachts are professional sailors, the David Beckhams of sailing!

The skippers and crew will be racing over 32,700 miles in nine separate legs. The first stop is Cape Town and then to Sydney in Australia, then to New Zealand, then into the Southern Ocean for the leg to Rio de Janeiro. From the warmth of Brazil it's off to Miami and then Baltimore in North America and then to Gothenburg and finally the finish in Kiel in Germany.

And, as the Volvo started another round the world race finished in Portsmouth on September 26. Congratulations go to the city of Bristol - their yacht was the winner in the Times Clipper 2000 race. On board the eight 60ft yachts in this race were only 8 professional skippers, the rest of the crew were all ordinary people who had paid to race around the world. They went to some nice places, like Hong Kong, Hawaii and the Galapagos Islands! But they also did some hard racing too!

Congratulations to the skipper Bob Beggs and his crew and, of course, the city of Bristol for picking the right yacht to sponsor!

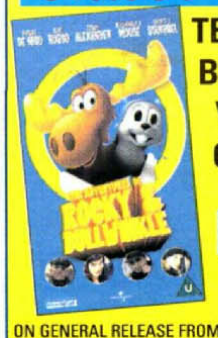
— VIP TRIP —

Congratulations to Sean Dale of Rochester in Kent. He's the lucky winner of our VIP Tour of HMS Westminster.

Sean is 10½ years old and will be going on the trip with his Dad and Mum and younger sister Jade.

We hope Sean has a great time - don't forget to write and tell Captain Plank all about it!

GANGPLANK MEMBERS



TEN ROCKY & BULLWINKLE VIDEOS TO GIVE AWAY FROM momentum

The hapless heroes are back in this fast paced mixture of live action and animation. Staring Robert De Niro. Rene Russo, Piper Perabo and Randy Quaid, the £5 million box office smash, is a reincarnation of the classic cartoon of the 1960s, and 'Rocky & Bullwinkle' the movie brings all the original magic of the classic cartoon to our, screens and is a roller coaster ride of animated and live action fun from start to finish.

Send your name, address and membership no. on a postcard to: **The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH**

And you could be one of our lucky winners.

ON GENERAL RELEASE FROM 22ND OCTOBER 2001 R.R.P. £15.99

Closing date for entries : 7th December 2001

MESS DECK

Thanks for all your letters, they keep the crew going during the darker Autumn evenings!

We're glad Matthew Miller had a great time at Chessington World of Adventures - we love it there too!

Michaela Robson sounded like she had a great time on board HMS Newcastle. She had a special tour around the ship and even drank lime juice in the Mess. She, and Captain's Plank's crew, want to say a big Thank You to all the sailors who showed everyone around HMS Newcastle.

Thanks for the photos, Paul Kitching - you look super smart in the Naval uniform your uncle gave you!

Jack Reid entered one of our Gang Plank competitions and won a really swish scooter and a great party at Megabowl. Well Done, we're glad you like it. Keep entering our competitions, there are some great prizes to be won!

Captain Plank says hi to Kathleen, one of our special Press Gang members. Your thank-you note was much appreciated, especially the lovely doggy note paper!

Keep writing and drawing - we love hearing from you all.

Birthday Congratulations!

Kathleen Adams
Martin Agnew
Michael Aspin
James Austin
Hugh Balmer
Simon Barley
Chloe Barnes
Philip Barnes
Samue lBell
Edward Bennett
Thomas Bennett
Abbie Blanks
Gary Bloom
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Martin Caddy
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Sophie Craik
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Nathan Diete-Spiff
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Dominick Shasby
Callum Shuttleworth
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Christine Skippen
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Drafty

In search of the submariners' elusive 1PRE draft

Why is Drafty sending you to the opposite end of the country to where you live?

Why can't you serve in the submarine class of your choice?

Is there anything you can do to improve your chances of remaining 1PRE?

Manpower shortages, Minimum Time Ashore (MTA) and severe overuse of the margin have left the drafting plots of most categories in a very fragile state.

The 'margin' is that part of the overall manpower requirement which allows for personnel who are medically downgraded, welfare, on LASS, conducting handovers, training, and so on.

Although, as part of efficiency measures the manpower allowance for the margin has been reduced over recent years, unfortunately, the number of people in it has greatly increased.

Add to this the fact that the Navy is already under strength by about 1,500 people and you can see why our drafting plots are 'fragile'.

As a result, it need take only one individual to 'fall over' for the best-laid drafting plans to fall apart.

That is the big picture – now to the detail.

Due to these shortages and the need to man submarines to 100 per cent, Actual Time Ashore (ATA) is, for many categories, equal to MTA.

As a result we do not have the luxury of being able to leave people ashore while waiting for their 1PRE sea draft.

Consider a recent example.

A CPOWEA(SM) was drafted from his Faslane shore job to a Non-PRE sea draft in Devonport.

Having popped into his local DCMLO – a very wise thing to do if you have a question about your draft – he discovered that there were 117 CPOWEA(SM)s who were 1PRE Devonport.

With this bit of information in mind, he questioned Drafty as to why he was going to Devonport Non-PRE when there were so many others who actually wanted it.

A reasonable question on the face of it.

Had he asked to dig a bit deeper, he would have been told that of the 117 Devonport preferees, only 26 were of his SQ.

Of these, 19 were already in sea billets, four had forthcoming sea drafts, and two had TX dates that precluded them from sea drafts.

The one remaining man had a SAV-DATE of several months after the billet was required to be filled.

So, from an apparent abundance of volunteers, there were actually none that Drafty could use to fill that billet.

With the geographical split of submarine classes, often referred to as "polarisation of the Submarine Force", continuity drafting based on class streaming is the target that is achieved for many.

Naturally, wherever there is a choice – and there often still is – the 1PRE draft will always be given.

However, in some cases the most suitably-qualified man at the top of the sea bill has to be drafted to the boat which needs him, even if this means sending him to another class, Non-PRE.

This may be because there is no alternative man available within the required timescale, or that failing to do so would mean that someone much further down the sea bill would have to be sent instead, thereby disadvantaging that man with respect to his time ashore.

You can rest assured that these decisions are never taken lightly.

The situation with shore jobs is similar.

The priority to man submarines at sea, and the fact that leave has to be taken and courses conducted during MTA, means that shore employers suffer serious levels of gapping.

This may mean that a Non-PRE shore job is unavoidable to meet the exigencies of the Service, especially where an organisation cannot meet its tasking without you.

Again, all other alternatives will be explored first.

So, what can you do to improve your chances?

- The easiest thing is make sure your DPF is up to date.

We only know what you tell us, so if your circumstances change let us know.

- You may be willing to give up some of your MTA to get a specific sea draft, or willing to be drafted at less than the requisite 5 months notice.

Again, let us know on your DPF. The Drafting Officers are more than happy for you to volunteer as early out of turn or short notice, but to add a caveat that you would like at least one or two months notice in order to organise your life before going to sea.

- Finally, especially if you are still unsure, talk the problem through with your local DCMLO.

Flexibility is the name of the game, for both you and Drafty.



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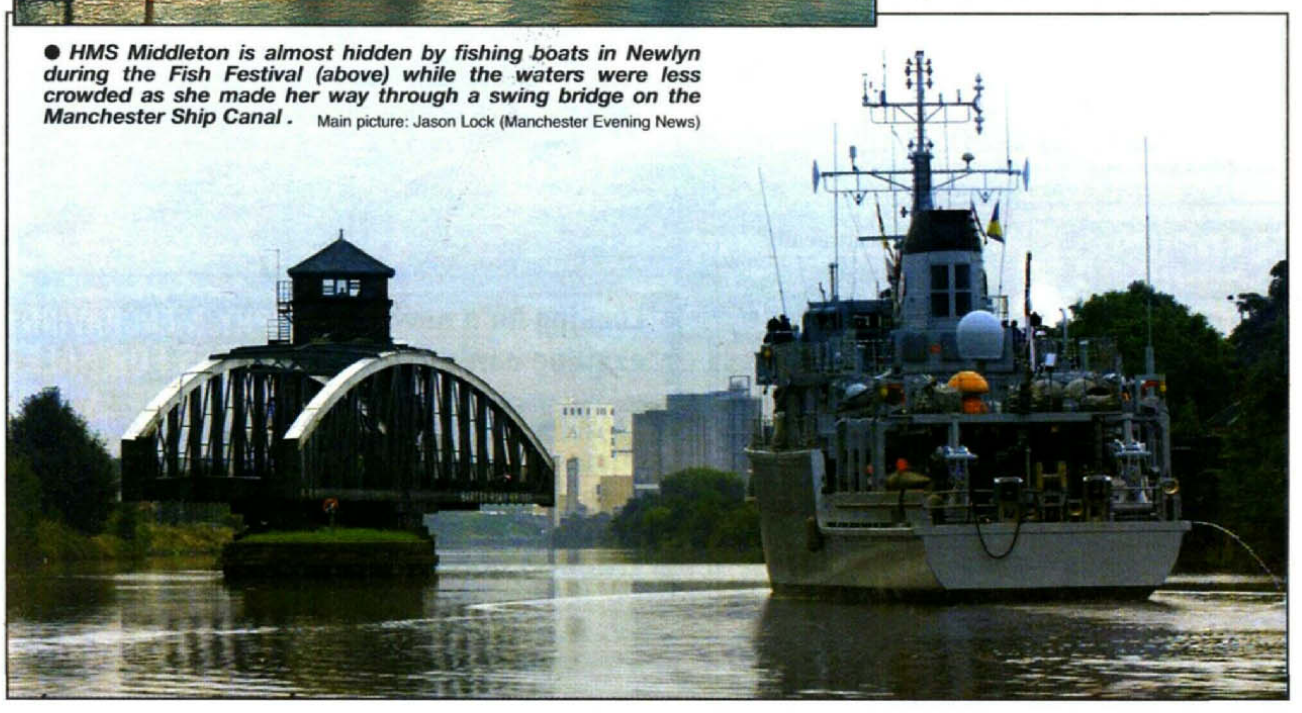
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Fisheries ship draws crowds

FROM the heart of the fishing community to the centre of an inland industrial city, HMS Middleton has been raising her profile around the UK.



● ***HMS Middleton is almost hidden by fishing boats in Newlyn during the Fish Festival (above) while the waters were less crowded as she made her way through a swing bridge on the Manchester Ship Canal.*** Main picture: Jason Lock (Manchester Evening News)

The Hunt-class mine countermeasures vessel, currently on duty with the Fishery Protection Squadron (FPS), was a prominent guest at three festivals celebrating the fishing industry.

FPS duties do not just involve enforcing fishery legislation at sea and working with the industry on fisheries conservation.

There is also a need to strengthen ties with important fishing communities across the country.

Key events for Middleton were at Brixham, where she was guardship for the trawler race, Lowestoft, for the Fish Fayre, and Newlyn, where the warship was the prime attraction at the Fish Festival.

These events together attracted more than 45,000 people to the harbours – and ten per cent or more visited the ship, with 2,000 climbing on board during two days in Lowestoft.

At Newlyn, 26,000 people crowded into the small fishing port to raise money for the Royal National Mission to Deep Sea Fishermen.

BBC Radio Cornwall and Pirate FM Radio both conducted live interviews with members of the ship's company.

She then headed up the Mersey estuary and locked through into the Manchester Ship Canal, with Navigating Officer Lt Matthew Mullen guiding her the 36 nautical miles into the city in seven hours.

The passage took her through five locks and past a number of swing bridges – the Hunt class is the largest Royal Navy vessel that can safely use the canal with two metres clearance under the lowest bridge and two metres under the keel in its shallowest section.

During her passage, Commanding Officer Lt Cdr Mark Hart and Naval Regional Officer Commodore John Madgwick welcomed several VIPs on board, including the Lord Mayors of Liverpool and Manchester, the Lady Mayor of Rochdale, the Worshipful Mayor of Sefton and the Mayor of Wirral.

The first day at Salford Quays saw a VIP lunch, and a function for 80 guests in the evening on the fo'c'sle, hosted by the Wardroom and Senior Rates Mess. The day ended with traditional Ceremonial Sunset with the Royal Marines Corps of Drums.

BBC Greater Manchester Radio broadcast a breakfast show from the ship, and interest was such that more than 2,000 people visited Middleton.

A range of sporting and social commitments was also met, including a visit to the local RNA branch and a football match against the Manchester United coaching staff at the Academy facilities, with the ship going down by an honourable 7-2 scoreline.

The ship also presented a £450 cheque to the Alderman Kay Special Needs School, the ship's affiliated charity, with the cash being collected over four months through a sponsored row and a raffle.

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Motoring with Glynn Williams

Dynamique – et magnifique

IF YOU see a 1200cc hatchback tagged as being dynamic, you might be forgiven for recalling the old Austin Allegro which rarely showed a flair for a brisk tempo.

But the version of Renault's new Clio Sport range designated the Dynamique is certainly an impressive mover – more in the Cooper S class – with the new 16-valve engine fed by multipoint petrol injection producing 75bhp for lively performance and most impressive fuel economy.

A consumption of just a gallon for 36 miles of city driving and nearly 58 on the open road brings an average economy of nearly 48mpg on the combined cycle.

The 0-62mph sprint time of 13 seconds and 106mph maximum potential might not sound particularly racy, but apart from being more than adequate they bely excellent engine muscle, for this new power plant has 25 per cent more power and 15 per cent more torque than the old 1.2-litre.

In fact you would not believe that this is just a 1.2 – it feels as if you have got at least a 1.4-litre engine under that smartly curved bonnet, with snappy throttle response as you snick up through the gears.

The Sport element is not just a matter of branding in the rest of the package, with taut sports suspension and a higher-ratio electric power-assisted steering requiring just 2.8 turns of the wheel lock to lock.

This chubby and roomy hatch is a real road-gripper too, riding on 15-inch alloy wheels shod with 185/55 tyres – the same size rubber as on my much-bigger Saab.

All the latest Clios have a very high specification, with even the £7,495 entry-level model including anti-lock braking with emergency brake assist, twin frontal and side airbags, power steering, electric front windows, remote central locking, and four-speaker hi-fi with fingertip remote control operation on the wheel.

Rising through the range you gain electrically-adjusted and heated door mirrors, sunroof, height-adjustable driver's seat, 60:40 split/folding back seat with three height-adjustable head restraints, and details like the exterior temperature display.

The Dynamique's sporting features add leather-rimmed steering wheel, front fog lamps, rear boot spoiler, supportive and cosseting sports front seats with the driver's having lumbar adjustment, and also a trip computer.

It is a comprehensively-equipped machine, and if you don't want to give up your two-litre saloon because your last 1200cc motor was an ancient and lacklustre Triumph Herald, you really should give this a try.

Not only is it as nippy and nimble as you could wish for, and requiring rare visits to the filling station, you will see the garage receptionist even more rarely, with service intervals of 18,000 miles or once every two years.

And don't forget that your vehicle excise licence will be cheaper because of the engine capacity and impressively low carbon dioxide emission of just 139 grammes.

CAR FACTS

MODEL: Renault Clio 1.2 16V Dynamique.
PRICE: £8,495.
ENGINE: 1.2-litre 16-valve with multipoint petrol injection, producing 75bhp.
TRANSMISSION: Five-speed manual change.
PERFORMANCE: 0-62mph in 13 seconds; top speed 106mph.
ECONOMY: Combined cycle: 47.9 mpg.
SERVICE INTERVAL: 18,000 miles or two years.



● *The new Renault Clio Dynamique*



● *The new Renault Clio, sister to the sporty Dynamique.*



● *The interior of the new Renault Clio.*

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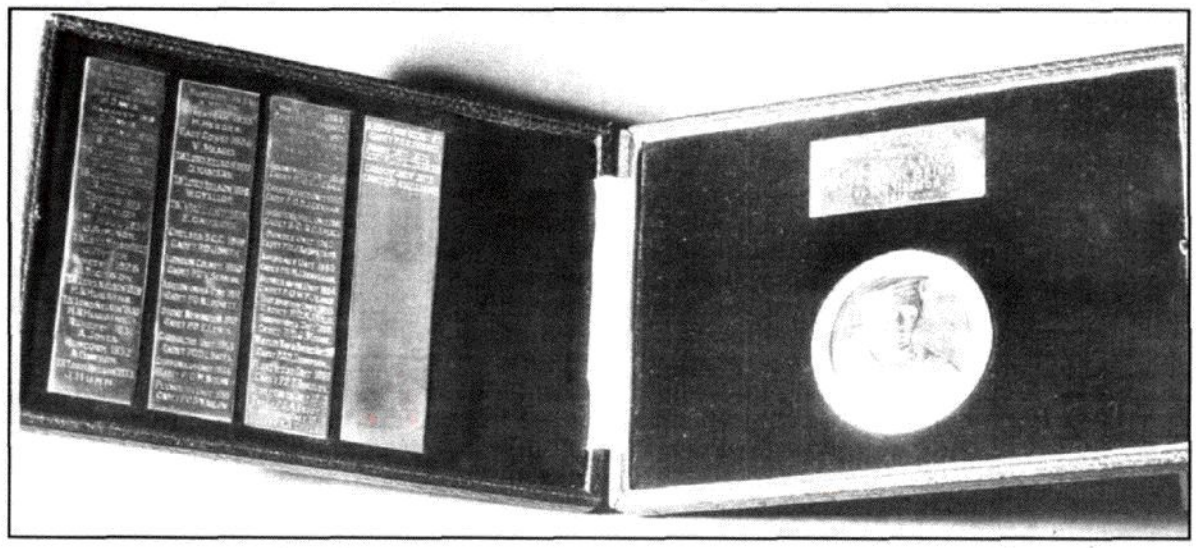
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Sea Cadets

Medal earned for top marks



MR PETER Evans of Cardiff writes that he has come across old photographs of the Cornwell Medal and asks if it is still in circulation.

We can tell him that the medal was first presented to the Navy League in 1916 in memory of Boy 1st Class John Travers Cornwell, who died from wounds received while serving in HMS Chester in the Battle of Jutland that year and was awarded a posthumous VC.

Since 1917 it has been awarded to the Cadet with the highest mark in the Petty Officers Advancement Course held at the Sea Cadet Training Centre at HMS Excellent.

PO Cadet Natalie Marple of Wolverhampton Unit is the current recipient.



A little spot of tummy trouble

'DON'T worry, mum – it's not as bad as it looks . . .'

Gruesome make-up lent a strong element of realism to Exercise Viking Spirit at York, where 18 Manchester District Cadets were asked to play the part of casualties in support of the RNR Medical Group.

AB Simon Gallagher is seen here looking very much the worse for wear, playing his part in the exercise arranged by the Army medical training unit at Queen Elizabeth Barracks and Towthorpe Lines and the RN Medical Group at Portsmouth, designed to test the readiness of the RNR.

The cadets worked shifts throughout the days and nights – proving to one and all their ability to get on with the job with the minimum of fuss.

Boxer in silence for America

ONE minute's silence was held by cadets at the start of courses on board TS Boxer's minehunter, the former HMS Iveston, as a mark of respect for those who died in the New York and Washington bombings.

Thurrock Unit's ship was being used for Seamanship and Marine Engineering Specialisation courses by cadets from Essex and the Greater London Area.

The Sea Cadet ensign and Pilot Jack were also flown at half mast, being lowered during a special Colours ceremony on completion of the week-end of courses.

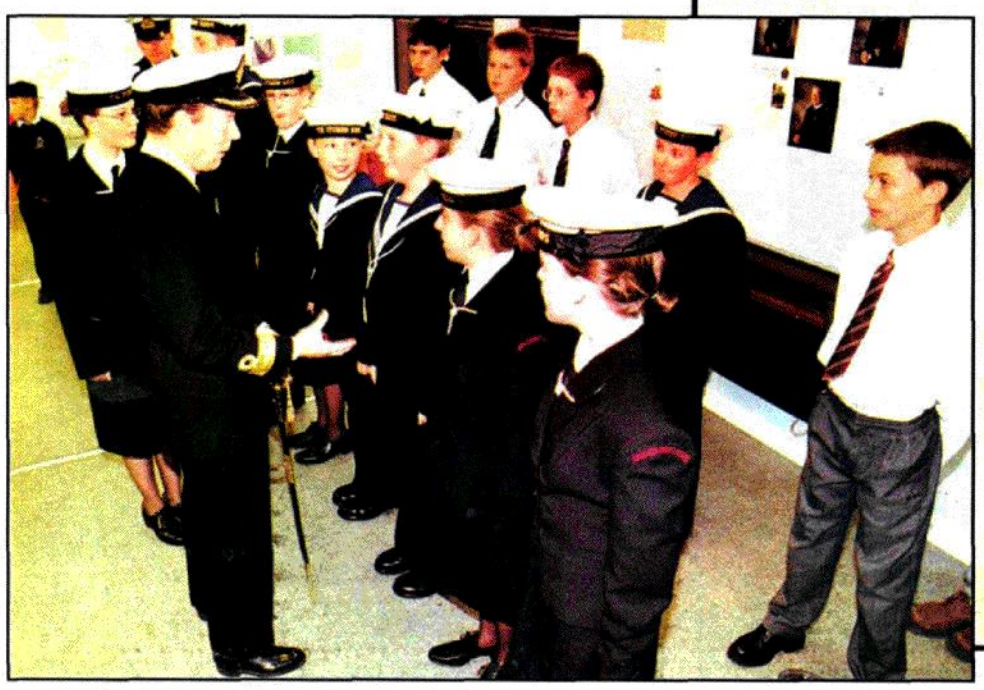


● *Right: TS Boxer observes a minute's silence for the USA*

Lucky thirteen

COMMODORE Sea Cadets Cdre Roger Parker talks to TS Itchen during their Royal Naval Inspection.

He enrolled 13 new cadets at the event, also attended by the Mayor of Winchester, Cllr Theresa Evans.



Mantle turn out for the Prince

WHEN the Prince of Wales came to open the new Wardroom at RN air station Yeovilton, TS Mantle VC cadets were asked to assist.

They provided street lining, Guard of Honour and car door services and at the end of the event an Ensign Party for Beat Retreat/Sunset with the Band of HM Royal Marines CTC Lympstone.



Fancy dress!



WITH their smart red, customised tracksuits and caps, the South West were brightest and best at this year's national combined regatta, held at Edgbaston reservoir, home to TS Vernon (right).

They proved their might by winning the Navy League Cup by a staggering 281 points. The Armitage Trophy for canoeing saw them take first place in all four categories. A first and two seconds in the boat handling competitions brought an overall second place for the Stena Sealink Cup, while a creditable performance in boat pulling earned them a joint first with the Northern Area for the Dawson Trophy.

Meanwhile TS Glamorgan (below right) entered their local Penarth Town Carnival for the first time – and came first! Their float and costumes were designed and built entirely by the Cadets and staff.

And Cadets from all over Britain have formed the national Hornpipe and Cutlass Swinging Display Team at a number of events in the past season – notably the International Festival of the Sea at Portsmouth (below left), where they seem to be supporting the Merchant Navy . . . And why not?





Hornet give thanks for new home



GOSPORT Unit TS Hornet have officially received the key of their customised new HQ from Roger Lewis, Chief Executive of Berkeley Homes.

The building, provided and completely refurbished by the company, "will see the unit through the next 30-40 years", said TS Hornet's CO, Lt Terry O'Neill.

It has been named Berkeley Hall in recognition of their "enormous generosity".

At a ceremony attended by the Mayor of Gosport, Cllr Dennis Wright, the Mayoress, Cllr Jill Wright, many other Council dignitaries and the unit's patron, Lady Fieldhouse, Mr Lewis witnessed the March Past and inspected the Ceremonial Guard and Colour Party (left) before moving on to Divisions.

His own involvement with Gosport went back many years, he said, and his formative years had been spent in a youth organisation similar to the Sea Cadets.

Unit president Capt Rodney Bowden also paid tribute to Berkeley Homes – and to Gosport Borough Council and Mayors past and present whose help had been invaluable during the three-year project. Hampshire County Council had also been generous with help with running costs.

TOP AWARDS FOR NEWLY RESTORED OLDEST WARSHIP AFLOAT

Trinco's the pride of Hartlepool

BRITAIN's oldest ship afloat, the frigate HMS Trincomalee, has won a major international prize. On Trafalgar Day the HMS Trincomalee Trust at Hartlepool announced the completion of an 11-year project to restore her as near as possible to her original 1817 condition – and revealed that it had won the World Ship Trust's prestigious International Maritime Heritage Award.

An Award for Individual Achievement has also been made to Capt David Smith, president and former chairman of the HMS Trincomalee Trust.

The presentations will be made at Buckingham Palace in November by the Patron of the Trust, the Duke of Edinburgh.

Capt Smith told *Navy News*: "Our resolve never faltered. We have had outstanding support from all our funding partners and a faith that the tenacity and skills of the shipwrights of Hartlepool, and everyone else in the team, would see this project to a successful conclusion. And so it has been."

HMS Trincomalee is the sole floating survivor of more than 300 sailing frigates built for the Royal Navy.

Constructed to the design of the Admiralty by the East India Company in Bombay in 1817, the teak-built ship had two major commissions – to the West Indies and to the Pacific between 1847 and 1857. She was later a drill ship and spent 15 years at Hartlepool from 1862. Saved from being broken up in 1897, she was purchased privately for training youngsters and re-named TS Foudroyant, being based at Falmouth and Milford Haven before being towed to Portsmouth in 1932.

During World War II she was mobilised with HMS Implacable and both ships were commissioned as HMS Foudroyant for training new entry ratings.

After the war Foudroyant carried on training young people under the Foudroyant Trust continuously until 1986. By then, in view of her deteriorating condition, the Trustees decided to cease the training programme and attempt to restore her as near as possible to her original configuration.

After careful consideration of around 30 locations, Hartlepool was chosen for the restoration work and later as the ship's new permanent home. The Teeside Development Corporation saw her as an icon of the renaissance that was underway in the town and there was much local enthusiasm for the project.

Above all, however, Hartlepool had a skilled workforce available who were capable of undertaking the task, having recently completed the refurbishment of HMS Warrior, which by then had moved to Portsmouth.

In 1987 the Trincomalee was brought to Hartlepool and after much research and fundraising the restoration programme began in earnest on January 1, 1990. The ship was berthed afloat in Jackson Basin and the work was done "top-down", starting with the removal of many of the non-original features that had been added during her training days.

There were several key decisions at this time, such as the use of opepe to replace decaying teak, the manufacture of hollow metal masts rather than wood to aid services, maintenance and ventilation, and the use of sophisticated detecting equipment to identify decayed timber.

In 1992 the ship's name reverted from TS Foudroyant to her original as HMS Trincomalee.

The work progressed as funding allowed and by the Autumn of 1996 the ship was ready to be moved into the adjacent dry dock at Hartlepool Historic Quay to begin the crucial work on the below-the-waterline hull structure.

A major grant of £4 million from the Heritage Lottery Fund allowed this to go ahead and by late 1999 the lower hull had been restored and "copper-bottomed". A traditional silver nail ceremony was held to celebrate the completion of the work and the ship was refloated, with inclining experiments to check stability.

Much had still to be done, however, in fitting-out within the ship and to interpret the conditions and equipment on board during her commissioned days.

A particular innovation in the restoration has been the inclusion of two platform lifts that now provide access for the disabled to the three main decks – but most significant of all has been the retention of more than 60 per cent of the original fabric.

Over the past 11 years the Trust has raised £10.5 million towards it. Major contributors, besides the Heritage Lottery Fund, have been the Teeside Development Corporation, English Heritage, Hartlepool Borough Council and the European Regional Development Fund.

The project has absorbed three quarters of a million man hours of specialist craft and technical work and it is estimated that the Trust has injected into the local economy, as a direct result of the project, over £8 million in wages, services and purchases.

The Trust has also provided a major visitor attraction from what was little more than a hulk and employed nearly 50 local people at the height of the project.

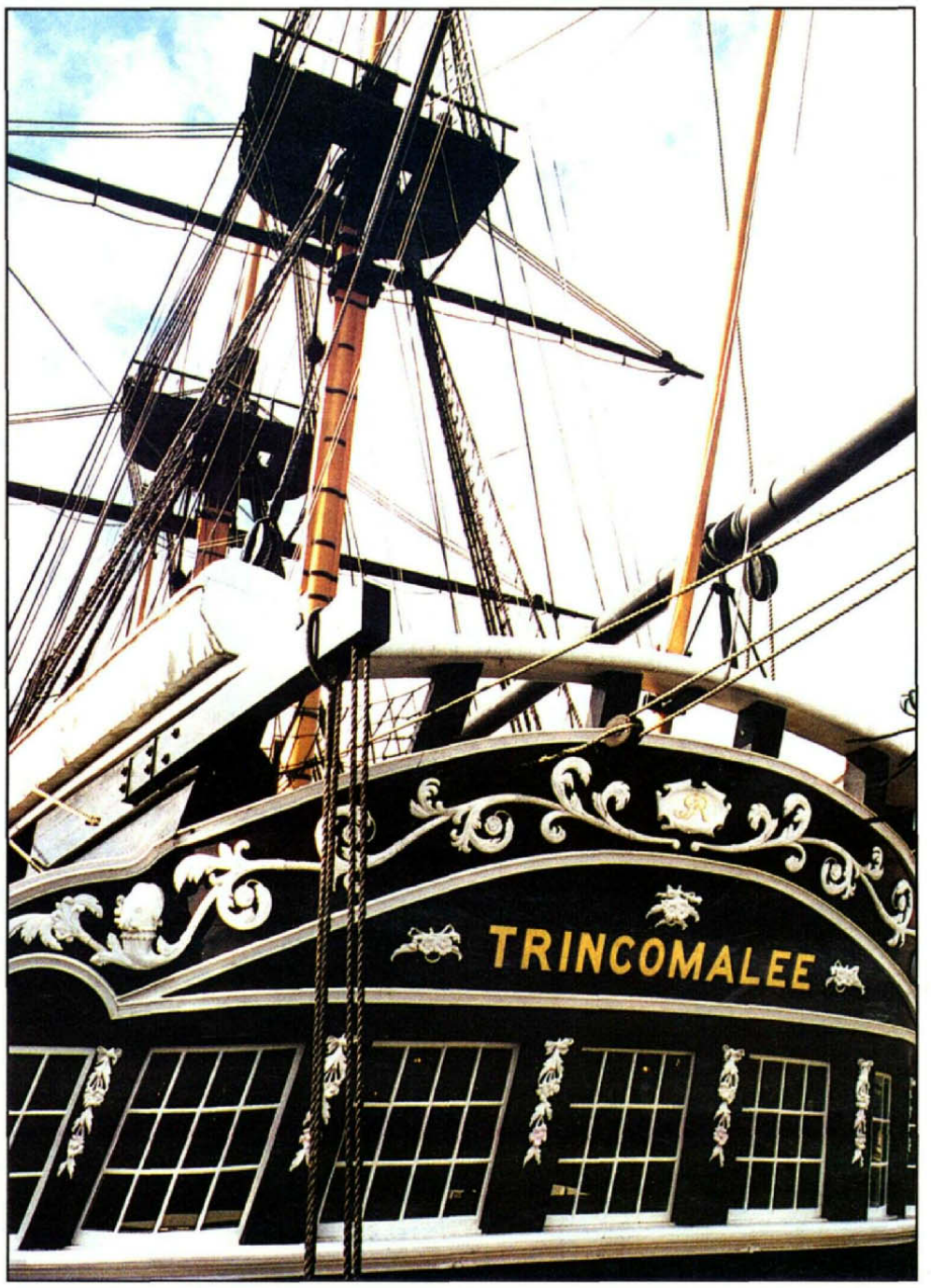
Mayor of Hartlepool Cllr Doug Ferriday told *Navy News*: "Hartlepool Borough Council is delighted to be supporting this superb project that has saved the vessel for the nation, and which is now for the education and enjoyment of the public, particularly here in the North East.

Current Chairman of the Trust, Col Michael Stewart said it was a project by which other ship restorations might be judged."

"We now have to move on and secure a Visitor Centre that will complement and do full justice to the restored ship in order to display her magnificently and conserve her for the future."

He said the local Sea Cadets – who have adopted the name TS Trincomalee – were regular users of the ship and had excelled themselves at ceremonial duties on many formal occasions.

HMS Trincomalee is open every day at Hartlepool Historic Quay from 10.30a.m. Admission prices are £3.50 for adults, £2.30 for concessions and there is a family ticket for £9.30. Tours with audioguides or in guided groups are available and the ship can also be chartered for a range of functions and weddings. Tel 01429 223193 for details.



● *NEWLY RESTORED: The carvings, or 'gingerbread', above the Captain's Cabin at the stern of the ship*



● *FLASHBACK: HMS Trincomalee – then TS Foudroyant – arrives at Hartlepool from Portsmouth in 1987*



● *NON-STOP MAINTENANCE: HMS Trincomalee shipwrights David Lilley (left) and Leo Dolphin caulk the quarterdeck*

Derbyshire submariners celebrate

THE FACT that Derbyshire is landlocked did not prevent the county branch of the Submariners Association putting on a packed RN Submarine Service Centenary Celebration Weekend.

It started with a coffee morning in the parlour of the Mayor of Derby, attended by the Executive Officer of Derby's adopted submarine, HMS Sovereign.

Lt Cdr Paul Blyth was accompanied by 21 of the ship's company and the team visited Dolphin Ward of the Derby Children's Hospital during the weekend.

One special guest at the centennial buffet dance was Mrs Kath Williamson (95), whose father served in Holland I, the Royal Navy's first submarine.

Her grandson Tom serves in the US Submarine Service, and he read a message from the Americans' chief, Admiral Bowman.

Also attending was Lady Winifred Hilton, niece of World War I VC Norman Holbrook.

Tree for all the nurses dedicated

FIRST event to mark the centenary of Queen Alexandra's Royal Navy Nursing Service next year was the dedication of a horse chestnut tree at the Royal Hospital Haslar.

The Rev Jeremy Ames led the service in the hospital's Garden of Remembrance.

Safety first for MASU

THE MOBILE Aircraft Support Unit at Gosport has won a top Five Star award from the British Safety Council following a comprehensive health and safety management audit which examined every aspect of the workplace.

Naval section after 200 years



THE DUKE of York's Royal Military School at Dover now has a Naval Section as part of the strong CCF contingent – its first in 200 years.

The inauguration was conducted by Special Commissioner Rear Admiral John Trewby. "With a school that is tri-Service, with the increasing tri-Services co-operation of the Armed Forces themselves, and with Dover's strong maritime traditions, it is right and proper that the school should now boast its own Naval section."

The section is in the capable hands of Lt Andrew Whale, who recently joined the staff from Pangbourne School, and S/Lt Paul Dyer, an ex-submariner with 20 years' service.

New 'off the shelf' missile for Marines

ROYAL Marines are to get a new "fire and forget" anti-tank weapon.

Two international consortia have been invited to compete for a contract worth over £300 million to supply the new weapon to rapid reaction forces, including 3 Commando Brigade, in 2005.

Defence Procurement Minister Lord Bach said: "This new weapon will defeat the most sophisticated armour and defensive countermeasures that we expect to be deployed by hostile forces in the future – and we will be able to upgrade the weapon to cope with the threat as it evolves.

"The same weapon will equip all our light and mechanised infantry for the next 20 years. We are also studying the procurement of a new, longer range guided weapon for use by our armoured infantry."

The new weapon will be an "off the shelf" system with the minimum number of changes needed to meet UK requirements so that it can be brought into service as quickly as possible.

The tender has been issued to the US Government in partnership with the Lockheed Martin/Raytheon joint venture for the provision of the Javelin system and to Matra BAe Dynamics for the Spike system.

The Light Forces Anti Tank Guided Weapon System project began in June 1999 for a weapon capable of defeating existing and future named battlefield tanks at a range of at least 2,500m, in day or night and in all weather and climatic conditions.

The chosen weapon will replace the Milan anti-tank missile system.

❑ Meanwhile the Royal Marines have also unveiled their own new 'Hippo' amphibious armoured recovery vehicle at the Amphibious Trials and Training Unit at Instow, near Barnstaple.

The 50-tonne vehicle, based on a Leopard tank, demonstrated its amphibious capabilities and the recovery of damaged vehicles in surf.

A contract has also been signed with General Dynamics (UK) Ltd for the Bowman communications system – the largest such military programme ever undertaken in the UK.

The £1.8 billion contract will cover the supply of Bowman and support for the first five years, up to 2009. In addition to secure, reliable voice communications for the Armed Forces – including the Royal Marines – the system provides a tactical internet and automatic position locating, navigation and reporting.

Science strategy

THE MOD's strategy for science and innovation has been placed on the MOD website, fulfilling a commitment made in a Government White Paper in July 2000.

Under-Secretary of State Dr Lewis Moonie said: "TheUK Armed Forces are amongst the best equipped in the world. This strategy reinforces our commitment to supporting innovation to meet future technological challenges.

The strategy can be seen at *www.mod.uk.*

Anglo-French landing

During exercises off the west coast of Scotland the French landing ship Siroco embarked a detachment of Royal Marines and three Sea King helicopters of 846 Naval Air Squadron. Seen here with her Commanding Officer, Captain Jean-Marie Lhuissier, are (left to right) Lt Cdr Terry Pegrum, Lt Cdr Aidan O'Sullivan and Lt Cdr Jonathan Burgess.

Photo: *Cols Bleus*



Sheppey goes on show

AN EXHIBITION depicting over 300 years of Naval presence on Sheppey will go on display in Sheerness Library, Russell Street, Sheerness from November 24-December 29.

A booklet in the Historic Sheppey series entitled '*Sheppey and the Royal Navy*' will accompany the exhibition which is sponsored by the Sheppey Heritage Trust, Kent County Council Arts & Libraries, Swale Borough Council, Sheerness TCM and Sheerness Society and with assistance from the National Lotteries Awards for All.

Exhibits will include a model of HMS Leopard by George Stockwell, artefacts from the explosions of HMS Bulwark and Princess Irene in Sheerness Harbour and many photographs and engravings depicting Naval life and events on Sheppey during the time Sheerness was a Royal Dockyard.

Battle of the chefs

FOOD fans from across the MOD are invited to watch the finest of their chefs do battle at the prestigious Combined Services Culinary Competition at Sandown Park, Esher from November 19-21.

Members of the MOD, Service and civilian, with permanent MOD ID cards will be admitted between 0800 and 1830 on all three days, while anyone else interested can obtain a ticket by contacting Major Nigel Shepherd on 01225 468088.

As well as Live Theatre (where chefs and stewards compete against each other and the clock) there is a Field Catering Competition and static displays of chefs' individual and team skills.

The competition at Sandown Exhibition Centre is open to all Royal Navy, Army, Royal Air Force, MOD civilian caterers and contract caterers working on MOD sites.

The Bath-based Defence Catering Group oversees the MOD's huge catering operation – managing the serving of 245,900 meals every day in over 1,000 outlets and a food budget of £120 million.

Llandaffs gather

THE SEAFARERS Association held a special service at Llandaff Cathedral, Cardiff to mark the 25th anniversary of the laying up of the bell and Ensign of HMS Llandaff. Capt George Oxley, her last CO, four of her officers and 30 of her final ship's company were joined by other ex-Llandaffs, including the very first from 1955. Sold to Bangladesh in 1976, the Salisbury-class frigate was last seen in Chinese waters in 1999.

SPECIAL AUTUMN OFFER

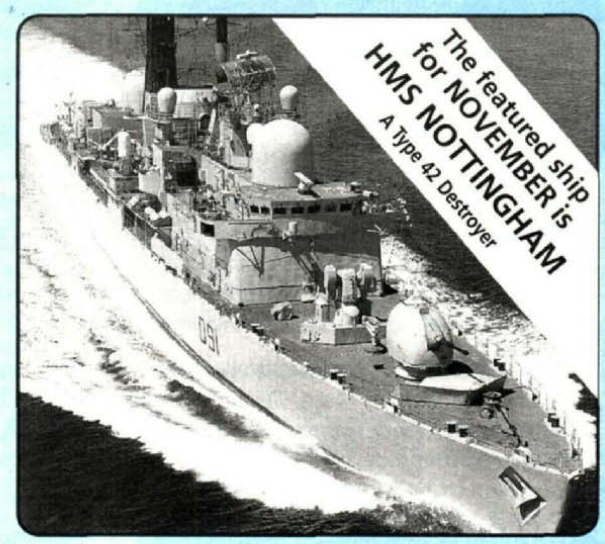


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Sport

Cardiff fails to take trophy

RUGBY players from HMS Cardiff failed in their bid to win the first match played for the Cardiff Cup.

The destroyer took on the police in Cardiff for a new trophy provided by retiring Chief Superintendant Gerry Toms.

The Navy side found themselves 24-0 down after just ten minutes, and 30 down at half-time, and although HMS Cardiff scored two quick tries – by Dave Jones and Andy Ribby, with a Rob Price conversion – the police hit back with ten points to finish 40-12 ahead.

HMS Cardiff's Rob Lowe was delighted to hear the whistle – in the previous two encounters he had been knocked out and received a broken jaw.

Club sponsor

THE SUCCESSES of the Wales URNU on the rugby pitch have paid off with a sponsorship deal from Swansea RFC providing new playing kit.

The team has won the last four inter-University championships.

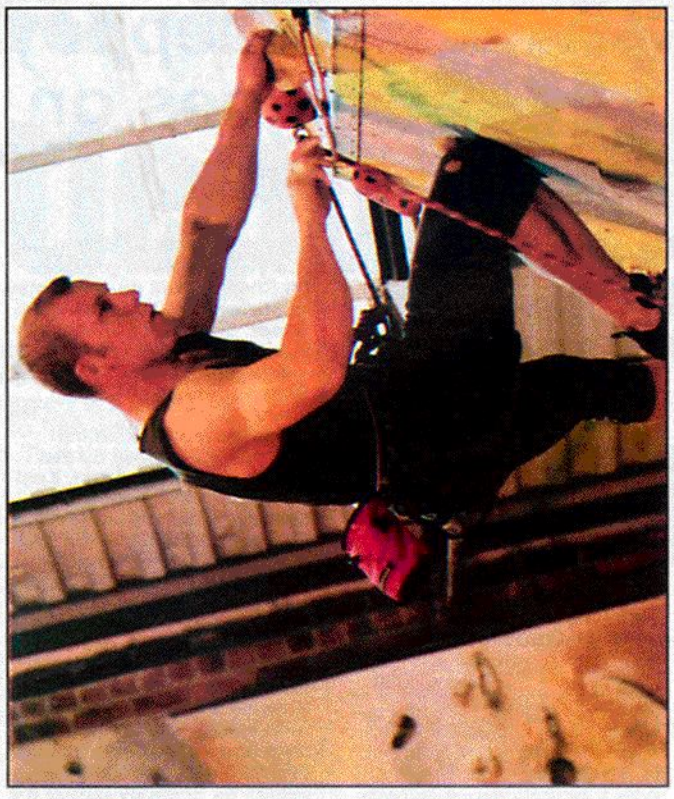
The sponsorship included tickets to Swansea matches, meetings with the players and, hopefully, training sessions in the future.

Aussie rules

A YACHTSMAN from the Royal Australian Navy took the honours in the national Bosun championships after a six-race series.

In champagne conditions – 20-knot winds, blue skies and flat seas in Portsmouth Harbour – it was Martin Linsley of the RAN who sparkled, with RAF man Derrick Page winning the final race comfortably to consign the Navy's Alan Pitt to third place.

Martin finishes at the very top



● *Mne Martin Hallett , inter-Services Open sports climbing champion, in action.*

WITH just a week to go before he left the Royal Marines, Martin Hallett retained his inter-Services sports climbing title, but other successes were few and far between.

Apart from Musn Sandra Jones' victory in the Ladies Under-25s, the competition, at the Foundry Climbing Centre in Sheffield, was dominated by the Army.

With two free-climbing categories (Open and U-25s) "dual dissimilar" heats were used for the former, and a single heat for the latter, which meant exciting sport for spectators as there were up to three climbers on the wall at once.

Although the RN/RM and RAF teams did their best to topple the Army, current holders of the Open and U-25 titles, it was not enough as the soldiers proved their pedigree once again.

The event was organised jointly by the three Service mountaineering clubs, and sponsored by Cotswold Essential Outdoor, Edelweiss Ropes, High Places and HB Climbing Equipment.

International rugby dates

BURNABY Road is scheduled to host international rugby again this month following the success of the Combined Services match against Argentina last year.

The fixtures pencilled in are both Combined Services fixtures, against the Barbarians on November 6 and Romania on November 13.

Close – but golf title goes

THE ROYAL Navy men's team came agonisingly close to retaining the inter-Service title at this year's championships at Fulford Golf Club, *writes Navy golf secretary Cdr Gary Skinns*.

After last year's historic win, hopes were high of an even rarer feat – retention of the trophy.

Even when availability problems hit the selected team, with three first-choice players unable to be released, they were still confident of being able to come away with the spoils.

All the expectations were borne out when the Navy began with a resounding 9-3 victory over the Army, including an unprecedented whitewash in the foursomes.

The inspired selections by non-playing captain Lt Cdr Neil Hinch were LWEM(R) Alistair Westbury/Lt Cdr Mark Taylor, Lt Cdr Darryl Whitehead/MEA Adam Hawkins, Cdr Ian Yuill/CPO Fred McEvoy and Lt Guy Norris/Lt Terry Taylor.

Following this, the overall result was never in doubt, and with singles wins from Whitehead, Westbury, Norris, Terry Taylor and Hawkins, the Navy success was complete.

The following day, the RAF beat the Army 7½-4½, which meant the Navy only needed a halved match to retain the title.

But after a terrible start – the Navy managed to gain just a half point in the foursomes, through Whitehead and Hawkins – it was always going to be difficult.

Hopes were raised when the Navy put points on the board in the first three singles matches, with wins from Whitehead, Westbury and Terry Taylor.

There was an air of expectancy around the camp as news filtered from the course that the Navy were ahead in two other matches.

And when Hawkins made an amazing birdie at the last hole to halve his match, things looked rosy.

Regrettably, the advantage slipped away over the last few holes, and the RAF took the title 7-5.

Pick of the RN players was Navy champion Darryl Whitehead, who dropped just a half point in four rounds, including victories against both Service champions.

Adam Hawkins went through unbeaten, with two wins and two halves.

Although disappointed to have got so close, it was still a sterling effort from a below-strength team, and with next season's squad potentially stronger and team spirit high, the determination to redress the balance in 2002 is evident.

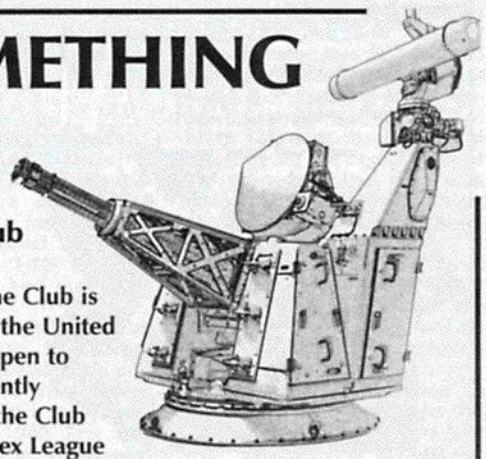
The event was again sponsored by computer systems company EMC.

The Navy team were supported during their first match by David Hobbs from Fleet Support Limited, Navy golf's new sponsors.

With just the Cornish Piskey to go in this year's calendar, thoughts are now turning to next year.

Command secretaries are asked to note that the annual meeting of the RNGA General Committee will take place at 0930 on Monday, December 3, at Lee-on-the-Solent Golf Club.

AT LAST - SOMETHING WITH BALLS!



① **Portsmouth Royal Navy Football Club is looking for individuals to assist with the running of the Club. Established in 1962, the Club is part of the RN & RM Sports Club (formerly the United Services Sports Club - Portsmouth) and is open to both the Service and Civilian Players. Currently playing in the Hampshire Premier League, the Club was a founder member of the Jewson Wessex League and competed in that league until this season (the 2nd team remain in the Jewson Wessex Combination League).**

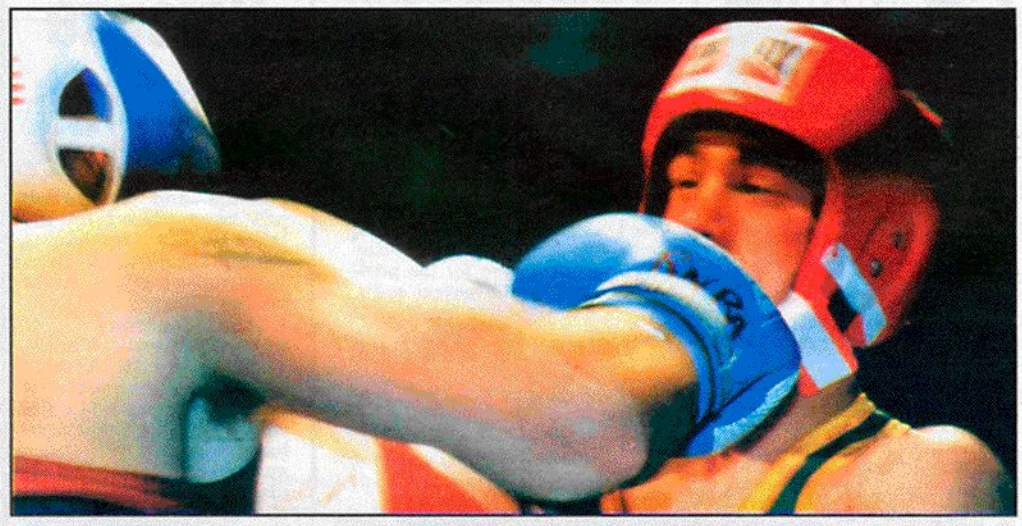
② Having formed Portsmouth Royal Navy Youth FC last season through a merger with Fareham Borough Youth Football Club, we have a highly successful and productive Youth training policy that looks to develop young players (both Service and Civilian) and provide them with the opportunity to play at the appropriate level whatever their age. Fielding 3 youth teams around the County has certainly place PRNFC in the spotlight and already many of our youth players are now regulars in our 2 senior sides and have been selected to represent the County Youth team.

③ The Club is now looking to build for the future and the ultimate aim is to return to the Jewson Wessex League at the earliest opportunity, but the Hampshire Premier League is highly competitive as success cannot be guaranteed. Therefore we need individuals to help build the foundations for success, whether it's as qualified coaches, programme compilers/sellers, tea makers, team managers, players, supporters, physios etc. Even if you consider yourself to have no appropriate skills but would just like to get involved, we would be delighted to see you. All are welcome and all are necessary for a growing club.

④ At the moment we are specifically interested in attracting an Assistant Manager/Manager for the 2nd (Senior) Team. This post is crucial to the Club as it provides the vital link between the Youth teams and the Senior side. As such it requires an individual who is dedicated to the development of young players and can blend them with more experienced individuals but remain flexible enough to meet the needs of the Senior side. It is not an easy job and requires considerable personal commitment. Have you got what it takes to be successful?

⑤ If you are interested in joining PRNFC or wish to obtain further information then please do not hesitate to contact either;

Dave Bridger (Work; 023 9254 7690, Home: 01489 570457)
or **Steve Gaskin (Work: 023 9228 4558, Home: 023 9234 0745)**



● *Middleweight WEA Fish (red headguard, HMS Collingwood) gets a close-up of MEA Chase's right hand during the Portsmouth area novice boxing championships, which Fish won.*

Boxers make their mark

NAVY boxers gave a good account of themselves against a Home Counties team at Bedford.

Two of the host team failed to show up, leaving LPT Jason Steel and LPT Stuart O'Conner as spectators, but there was plenty for them to enjoy in the performances of their team-mates.

OM Ben Hall (HMS Collingwood) gave away weight and experience to get on the bill and make his Navy debut, and going into the third round of a gruelling contest he was leading on points, but two big punches forced the referee to stop the bout with seconds left.

MEM Max Maxwell (HMS Dryad) took on the Home Counties light middleweight champion Paul Sweetland – and the local hero was soon on the canvas as the sailor's aggressive opening floored him with a left hook.

In the second round the champion hauled himself back into contention, and both men traded heavy blows in the second and third rounds – but a piledriver right from Sweetland forced the referee to stop the bout.

Navy heavyweight Mne Mick O'Connell started to redress the balance when his switches of attack from head to body proved too much for his opponent, who took two standing counts and lost to the Royal on a unanimous decision

Scottish international Mne Kev Green rounded the evening off in fine style when he outboxed and outgunned Home Counties welterweight champion Jay Howser.

Green's salvoes of jabs and lightning right hand strikes wore his opponent down and brought him a unanimous points decision.

The following weekend saw Maxwell and LPT Steele in action in the Novice ABA championships in the Army gym at Aldershot.

Steele took on the Army's fighter in the semi-final, and knocked him out in round two.

In the final, against the RAF man, Steele's relentless attacks were proving too much when disaster struck, and the Navy man had to be withdrawn with a broken nose and badly-split lip.

Maxwell's semi-final was a brief affair, with the referee stopping it in the first round to stop his opponent taking further punishment.

The final went the distance, but Maxwell's hand speed and classy footwork meant the Navy man won a unanimous decision – and a place on the Combined Services novices team which goes forward to the All England Novices quarter-finals.

Sport

Fencers continue to make their point

NAVY fencers continued to dominate Services competitions, the latest being the RAF's annual one-hit epee event at RAF Cosford.
A powerful Naval contingent carried off the Charles Mott Memorial Cup for a record third year in a row against opposition from nine RAF and RAF Veterans teams.

A scratch team of Mne Will Hale (RMR London) and RAF veterans took second place, with Will winning the One-Hit individual trophy as the tournament's top fencer, writes S/Lt Sacha Brooks RNR.

In a day of outstanding performances, the Royal Navy line-up was Services Champion at Arms LAM Mark Needham (Culdrose), Lt Cdr Matthew Clark (FOSM) and AEM Gareth Green (Sultan).

Clark's aggressive style paid dividends, beating all of the RAF Veterans three-man team and supporting Needham's deadly blend of lightning speed and astonishing accuracy which predictably dominated the opposition to put the Navy top.

The imposing presence of 6ft 4in Gareth Green, aged 19, who was making his Navy debut, gave added value to the Needham/Clark combination.

In spite of his relative inexperience – having only started fencing in May – he won 12 of his 23 fights, showing a great deal of talent and promise for the future.

Congratulations also to Mne Hale, although a 'reserve' for the RN team, who joined up with two RAF veterans in an attempt to wreak havoc on the Navy squad's chances.

Notwithstanding Hale's interminable patience, coupled with pinpoint accuracy, and despite winning an unbeaten 20 out of 23 fights to win the individual trophy, his mixed 'scratch team' did not impede the RN enough to take victory.

In the end, the only prize not won by the Senior Service was that for the best RAF team.

Apart from two more tours to Guernsey and Canada, this event rounds off a hugely successful year for Navy epeeists.

2001 has seen many newcomers and a demonstrable improvement in the standard of fencing across the board at Service, national and international levels, with results including a bronze medal for Lt Cdr Maggie Myers (RNR) at the Veterans World Championships held in Martinique.

■ November 24 sees the Navy Knock-out competition at HMS Collingwood.

Teams of three (epee, foil and sabre) are required, with prizes awarded for the winning team and best novice.

The event is specifically aimed at encouraging new and interested fencers, and all standards are welcome.

Further details about the event, or Navy fencing, are available from Lt Cdr Mark Barton (HMS Sultan) on 93843 ex 2329.

All square in hockey event

A COMBINED Portsmouth/Fleet team won the Under 23s inter-Command hockey tournament, beating the Royal Marines into second place with Plymouth third.

But the Royals turned the tables in the indoor event, with the combined Portsmouth/Fleet team again consigning Plymouth to third place.

Man of the tournament was Mne Pete Brittain-Dodd.

Four-way success for triathletes

NAVY triathletes took the honours in the four individual competitions in this year's inter-Services event.

Held as part of the Brighton International Triathlon, the Services competition was an ideal opportunity for the Navy to blood some new talent, as the team had been shorn of a number of established performers because of injury, deployments and leave.

In the men's event, Cpl Garry Gerrard RM (Cdo Log Regt) was almost two minutes down following the swim – his weakest event – but by the second of eight laps on the bikes the lead was being whittled away.

Garry, the defending champion, went on to win by more than a minute from his nearest rival, picking up the veterans' title as well.

In the ladies' race, POWWTR Vicky Norton (DLO Bath) led from start to finish, completing the event more than five minutes ahead of the field, to retain her title.

POWWTR Lindsay Gannon (CINCFLEET) followed Vicky's example by winning the veteran ladies competition, gaining her first inter-Services triathlon title.

The newcomers found the going tough against the Army in the team competition, but the veterans were in the running until a puncture put an end to their challenge.

If anyone is interested in taking up triathlon in the Navy, contact POPT Sean Childs at Britannia RN College ext 7185 or contact your unit PTI.

Royals clinch third championship title

ROYAL Marines footballers have made it a hat-trick of wins in the inter-Command championships, beating Scotland 3-2 in extra time of an exciting final.

Scotland had edged through to the final with a penalty shoot-out against last year's beaten finalists, Naval Air Command.

The Royals pushed forward from the beginning of the final, and took the lead in the 7th minute with a clinical strike by Msn Jason Airlie.

Scotland worked the ball down the flanks, but could not find the killer pass, and the Royals gradually cranked up the pressure again.

Scottish keeper OM Steve Stevenson needed to make a number of good saves, but could not prevent Cpl Lee Weatherall doubling the lead when he lobbed home from 25 yards.

The Scots started the stronger after the break, and veteran Royals keeper C/Sgt Ned Nixon had to produce some outstanding saves.

But the pressure paid off when LMEM Mark Bloomfield steered home a partially-saved shot from man of the match LPT Steve O'Neil.

The Royals were now on the back foot, but it was not until the dying minutes of the match that O'Neil, darting into the area, was brought down, and OM Mac McLeod equalised from the spot.

Both teams pressed in extra time, and Scotland struck the Royals crossbar three times, but it was the cup-holders who prevailed, Cpl Shaun Foster netting in a goalmouth scramble in the second period to take the honours in an evenly-balanced contest.





● *A Royal Marines player slices through covering Scotland players in the inter-Command championships (above) while the competition was just as fierce in the women's event (right)*

Pictures: LW(PHOT) Angie Pearce (SFPU).

The women of Portsmouth went one better than the Royals, taking their fourth consecutive title by the same score as the men's decider.

Portsmouth took the lead against a tenacious Air, Fleet and Scotland combined side when CWRN Sharon Garrity placed the ball wide of Air goalkeeper POWRN Becky Webb and inside the post.

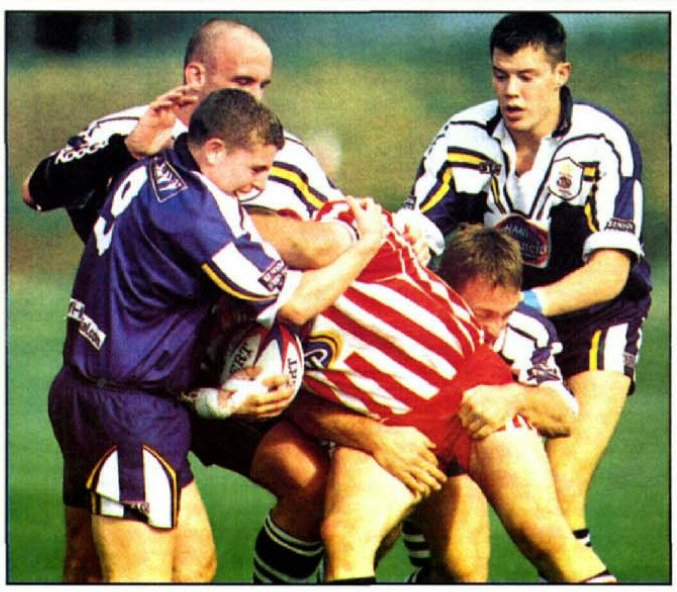
WOM Julie Hewitt, whose earlier long-range strike was foiled by Webb, hit the target this time, banging the ball into the top left-hand corner to give the keeper no chance.

A long through-ball by LWPT Lisa Farthing found lone Air striker WSTD Carla Oliva, who rounded the stranded Portsmouth keeper to reduce the deficit, but Portsmouth restored the margin in the second half.

Although the combined side scored again through Oliva with ten minutes left, Portsmouth held on for the win.

Player of the tournament was WOM Julie Hewitt.

Army consign Navy to last place



● *An Army player is enveloped by Navy players un the clash at Burnaby Road.*

Picture: LW(PHOT) Angie Pearce (SFPU).

THE FINAL match of the Navy's Rugby League season saw the Army visiting Burnaby Road for the third round of the inter-Services Challenge Trophy.

Although the Naafi-sponsored pot had already been claimed by the RAF, both sides wanted to win the match to avoid the wooden spoon.

A close, physical game remained evenly-balanced in the first half, with a converted try down the length of the field by the Army being pegged back by a penalty goal from Navy full-back Buck Taylor.

There was still little to choose between the sides in the second half, but the Army managed to keep their noses in front with a try, two goals and a drop goal.

The Navy replied with a fine try by LPT Ruby Murray, magnificently converted from the touchline by Buck Taylor, but there was no more in the locker and the Army won 13-8.

To complete a good day work for the soldiers, their development side beat their Navy counterparts 29-4 earlier in the afternoon.

Although that match closed the season, there is only a short break before the first round of the Rugby League Challenge Cup, due to be played next month.

Last season the Navy were within a single point of a famous victory and a place in the third round alongside the professional sides, and the team are keen to go even further this time round.

Junior skydivers win new trophy

THE NAVY formation skydiving team gave the rest of the Services a run for their money in the annual Armed Forces parachuting championships at Netheravon.

With most of the competition comprising different regiments of the Army, the RN team, for the second year in a row, achieved medal winning-positions against some stiff opposition.

In the highly challenging four-way formation event the RN intermediate team took bronze.

In the junior event the two RN/RM teams achieved bronze and silver. Other outstanding performances were in the intermediate Style event with Wren (MA) Sarah Lewis coming third.

A new trophy was presented to the highest-placed RN team – the David Paton Memorial Trophy was presented by David's father to the RN Junior four-way team.

Lt David Paton was killed earlier this year during a parachute display at HMS Excellent.

He was a member of the RN Raiders display team and a dedicated sky-diving instructor responsible for teaching many members of the medal-winning teams.

If you are interested in skydiving in the RN/RM then log on to the RNRM Sports Parachuting Association website *www.skydive-navy.org.uk*

Gold for RN veteran

NAVY veteran runner Dai Roberts maintained a winning tradition by taking the veterans title in the inter-Services cross-country championships at RAF Halton.

Lt Cdr Roberts (SACLANT), currently based in the USA, had been training hard towards his debut marathon.

Content to follow the early pace, he was soon ahead and won by 30 seconds, leading the Navy Vets to second ahead of the Army.

WO Steve Payne (RM Bickleigh) ran a gutsy race to take fifth, missing a medal in the final run-in. CPOPT Gary Aldridge (Temeraire) came in 16th.

One of the best runs of the day came from WSTWD Kelly Wharton (RNAS Yeovilton) in the Senior Women's race. Still only a junior, Kelly ran fearlessly with the leading pack of five Army girls, and only slipped back to fourth in the final quarter-mile as the strength of the Army women told.

POWTRs Lyndsay Gannon (Northwood) and Vicki Norton (DLO Bath) finished fifth and sixth, with LWPT Belinda Fear (HMS Raleigh) in tenth, allowing the Navy to take second place.

The Senior Men's race proved to be a tough proposition, and from a good start the relentless pace began to show as Navy runners slipped back into third position. Cpl Mark Croasdale (RM Careers Carlisle) secured the runner-up spot for the second year.

Cpl Gary Gerrard (RM Chivenor) and Mne Wayne Dashper (CTCRM) both ran committed races in fifth and ninth, but the team finished in third place.

Stirring opener

AN EXCITING 3-3 draw between a Combined Services side and Havant marked the official opening of the Navy's state-of-the-art water-based hockey pitch at Burnaby Road in Portsmouth.

Air Chief Marshal Sir Roger Palin, a trustee of the Nuffield Trust, performed the opening ceremony.

The pitch – built to Olympic and international standards, was paid for by a grant from the Nuffield Trust in response to a combined bid from the Navy and Army.





HOME AND AWAY . . .

TYPE 23 frigate HMS Montrose has left Devonport to start a deployment to the South Atlantic (left).

First half of it will take her to West Africa where she will assist the Sierra Leone government with training, anti-drug smuggling patrols and humanitarian work, with scheduled visits to Freetown, Casablanca, Ghana and Dakari. After Christmas she will undertake Exercise Purple Albatross, a joint exercise with the Army and Royal Air Force in the Falklands.

Ice Patrol Vessel HMS Endurance was also on the move, leaving Portsmouth for her annual deployment to Antarctica – the world's windiest and coldest continent that holds 70 per cent of the world's fresh water and 90 per cent of its ice. She will first visit Rio de Janeiro and then carry out a concentrated work period in South Georgia until the New Year when she will work in support of the British Antarctic Survey and carry out her own surveying schedule for the UK Hydrographic Office – increasingly vital as more and more tourist ships visit the region.

Meanwhile HMS Gloucester (above) was returning to Portsmouth after a seven month, 30,000 mile deployment to the Far East and East Africa. She played a major role in two 'Five Power Defence Arrangement' exercises – a series held every two years with Australia, New Zealand, Malaysia and Singapore.

And back in Devonport after a deployment of nearly 14 months that has included exercises in the Mediterranean and hydrographic surveys in the Indian Ocean and the Atlantic was the ocean survey ship HMS Scott.

Covering up to 150 square kilometres every hour, in the last three months alone she surveyed an area of seabed the size of mainland Great Britain. She employs a crew rotation system that allows her to remain on task for much longer while ensuring that her people have more time with their families.

After a period of maintenance and training in the Plymouth Exercise Areas, HMS Scott is off again to the Indian Ocean until next April.

Court 'no cause for concern'

THE UK's decision to support an International Criminal Court will not place British Service personnel at risk, according to the Chiefs of Staff.

They considered the possibility of risks arising from the creation of the Court, and the possible development of 'risk aversion' within the Armed Forces, but decided there was no reason for additional caution or concern.

They have said training and education of Service personnel should be reviewed to ensure international humanitarian law is covered.

And while the UK will help establish and draft the procedures for the new court, it is understood no new offences will be created, and the UK's own courts and prosecuting authorities will have primary jurisdiction in any allegations against personnel.

The UK has pressed for the Court's jurisdiction to be complementary to that of national authorities, able to prosecute only when the relevant State has no functioning legal system or is wilfully protecting its nationals from due legal process.

The UK supports the creation of such a court as part of a system of international justice capable of bringing to account those who flagrantly offend against international humanitarian law.

The idea arose from a diplomatic conference in Rome in 1998, as a means of dealing with monstrous crimes against humanity, such as recent events in the Balkans and Africa.

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New SA80 passes exhaustive tests

Rifle now maybe 'most reliable in the world'

AFTER exhaustive modification, the SA80 A2 is now probably "the most reliable 5.56mm rifle in the world" says the MOD.

Both variants of the SA80 A2 – the Individual Weapon and the Light Support Weapon – were subjected to a series of gruelling tests during which over 3 million rounds were fired.

The trials were conducted in four phases and were designed to test the A2's reliability in a range of challenging climatic conditions.

The MOD says the tests are the toughest imposed by any nation. On average, across all the trials, the IW fired an average of 25,200 rounds before it failed a test, known as a "battlefield mission".

The LSW, which has a much tougher mission requirement, fired an average of 12,897 rounds before it too failed.

This compares very favourably with all the small arms in its class and exceeds the expected service life of the A2 (10,000 rounds, after which it is refurbished).

It is, therefore, possible for an A2 to suffer no failures during its service life.

The A2 will be issued on a phased basis from December 2001. Although the unmodified SA80 is a capable weapon, the modification programme can be brought forward, if there is an operational requirement to do so. There are currently around 10,000 modified weapons in stock.

The modification programme will cost around £92 million, including the cost of spares, trials etc. Around 200,000 weapons will be modified.

Armed Forces Minister Adam Ingram said: "The trials were designed to push the weapons to the very limit of their endurance. I'm delighted to say that the SA80 A2 passed with flying colours.

"It is more than capable of the task that we have given it and it will equip our Armed Forces until a new small arm is introduced in around 2015."

Show to see Service step out in strength

THE LORD Mayor's Show in London on November 10 will feature 2,000 Servicemen and women, making it the biggest military parade in the calendar.

A total of 20 military and civilian bands, including youth bands, will take part in what is being billed as the most spectacular free show on Earth, blending traditional pomp and circumstance with bang-up-to-date contributions from young people from London's communities.

There will be 200 horses and 60 floats including 120 motor vehicles in the two-mile long procession from Guildhall past St Paul's Cathedral to the Royal Courts of Justice in the Strand, with half a million onlookers expected to pack the streets.

The origins of the Show can be traced back to 1215, when King John granted a charter giving the people of London the right to elect their own Mayor on the understanding that he remained loyal to the Sovereign.



The Owl Service

HMS CHATHAM, flagship of the Standing Naval Force Mediterranean, received a very unusual visitor while on deployment there – a Barn Owl in need of a rest.

The bird arrived in the morning and stayed until dusk fell, when it continued its journey under its own steam.

RUGBY UNION

TUESDAY 6 NOVEMBER 2001

KICK OFF 1800

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BARBARIANS

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TUESDAY 13 NOVEMBER 2001

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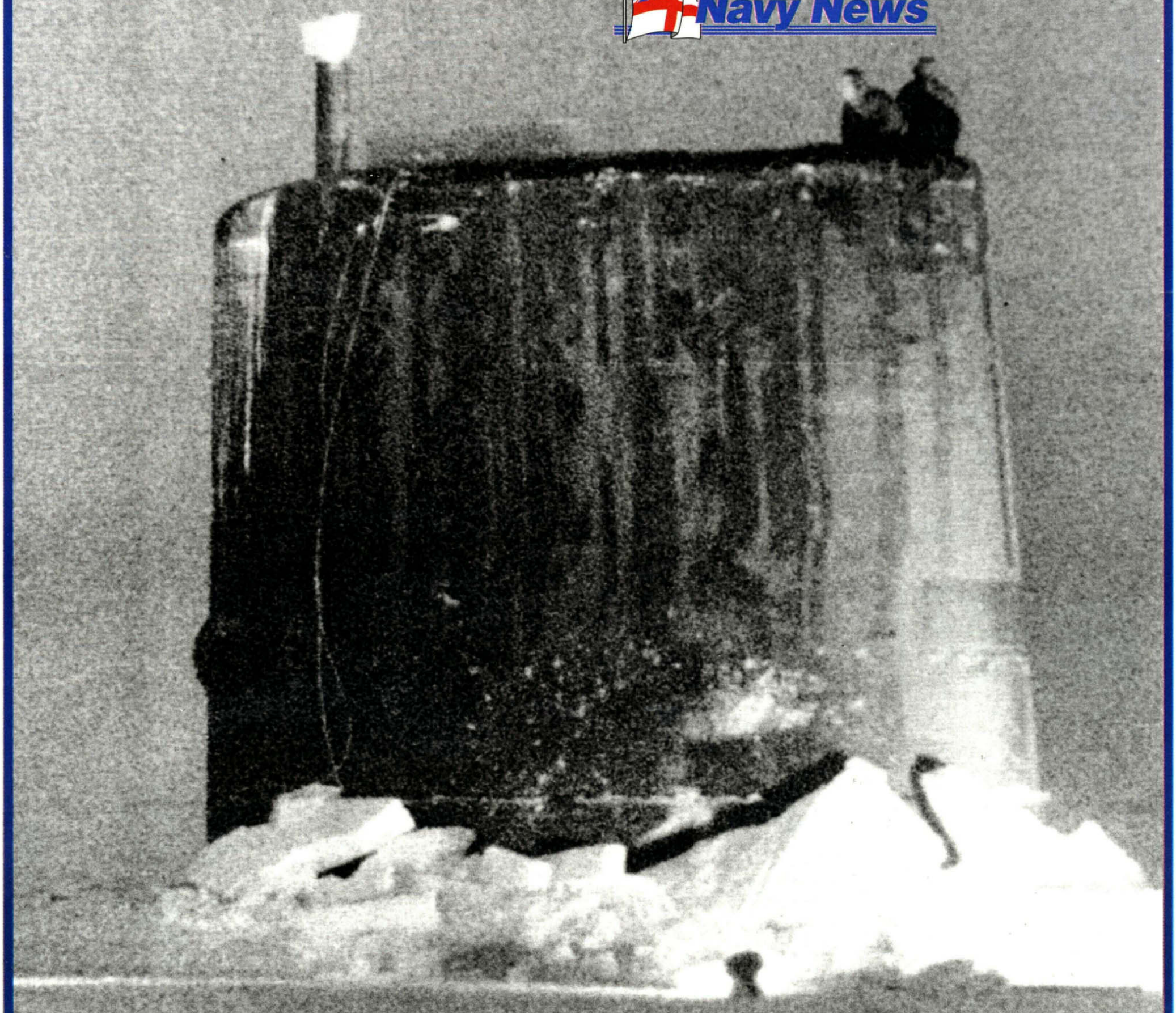
TICKETS ON SALE ON THE NIGHT

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CENTURY OF THE SILENT SERVICE

Royal Navy submarines 1901-2001

Navy News



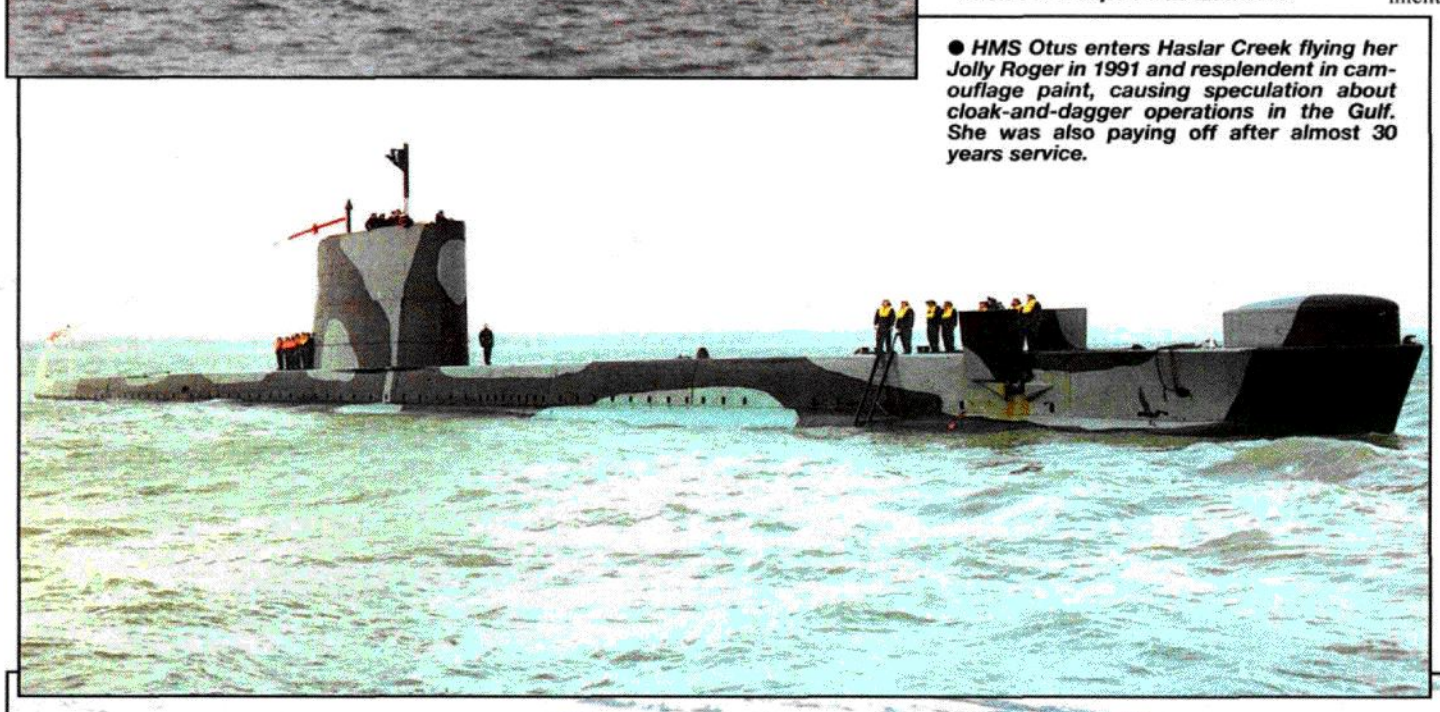
Part Four – Into the Nuclear Age

Options

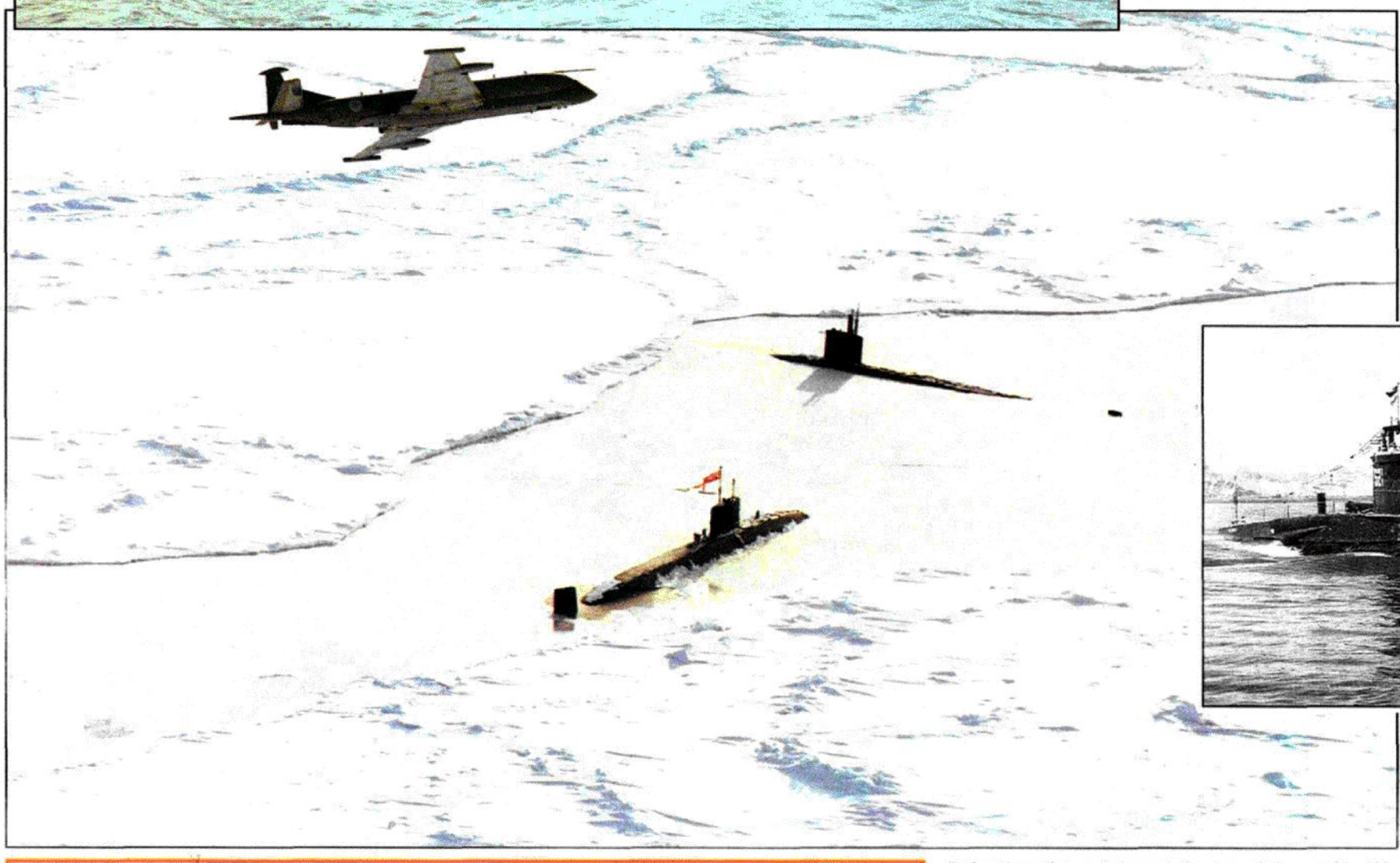
'Under way on n



● *The first Polaris missile to be test-fired from a British submarine bursts out of the Atlantic in 1968. HMS Resolution was cruising submerged about 30 miles off Cape Kennedy when the weapon was launched.*



● *HMS Otus enters Haslar Creek flying her Jolly Roger in 1991 and resplendent in camouflage paint, causing speculation about cloak-and-dagger operations in the Gulf. She was also paying off after almost 30 years service.*



By CDR JEFF

As readers may be aware, Commander Richard Compton-Hall Submarine Museum, is unwell and unable to complete the series Service's Centenary Year. I dedicate this final episode to him.

AT THE end of World War II cuts in submarine numbers were severe, but not as drastic as those implemented throughout the rest of the fleet, and by the mid-1950s the submarine force made up a greater percentage of the Royal Navy's order of battle than ever before.

This was just as well, since the main threat facing the Royal Navy in the postwar period was the rapidly-expanding Soviet submarine fleet, built with the aid of 'liberated' German technology.

The realities of Britain's economic situation meant that the maintenance of a large surface force to counter the threat was out of the question, so in 1948 the interception and destruction of enemy submarines was designated as the 'primary operational function' of the British submarine fleet.

At that moment the Service ceased to be a 'private navy' within the Royal Navy, but instead took its place at the forefront of British naval planning.

Clearly a new type of submarine was needed, but until the necessary research and development required for a new boat could be completed – which included experimenting with high test peroxide as a fuel – some form of stopgap was needed.

The result was the conversion of some T-class boats and nearly all the A-class to give them a streamlined form and faster underwater speed.

This greatly enhanced their performance, although it must be said that the development of sensors and weapons during this period did not keep pace with advances in design and construction.

However, they did develop surveillance skills, and from 1951 these were put to practical use in familiar northern waters.

Rumour has it that a couple came back from patrol with their ears ringing!

In order to look at high speed options, and following on from the experience gained from the captured U-1407 (HMS Meteorite), the Royal Navy built two unarmed submarines fitted with improved high test peroxide engines, HMS Explorer and Excalibur, (colloquially known as the 'exploder' class).

By the time they were commissioned in 1958, however, the US Navy had achieved spectacular su nuclear power, so the experimen continued.

The first new British postwar diesel-electric boat was the Porp and eight were laid down betwee

This successful class was soo by the Oberons, of which thirteen between 1957 and 1962.

These large patrol submarin were capable of remaining dived weeks, could operate in any p world, and were extremely quiet which when combined with the sensor fit made them highly ca ventional submarines.

While the Navy was building of nuclear-powered submarines the rate of one every fifteen mon the late 1960s and 1970s, its co SSKs skilfully bore the brunt of panoply of submarine operations

Offensive and defensive anti- and anti-ship operations, forwa lance, special forces operation surface and air forces, weapon de and, last but not least, showing were all tasks undertaken with gr over a period of more than thirty

Yet for all their excell Porpoises and Oberons, replacement Upholder cl never overcome the limitations i their slow speed of deployme allied to the lack of forward sup ruled them out from the front li response in a world scenario increasingly by brush-fire confro

Sadly, as a dividend of peace, the conventional submarine, afte of wonderful service in the Re drew to a close in 1994.

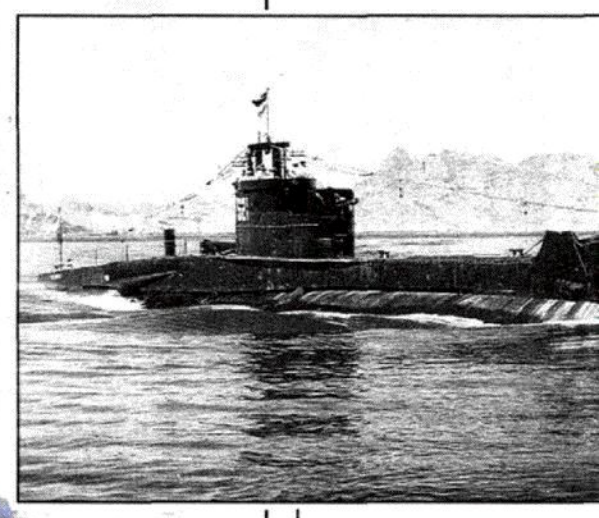
"Under way on nuclear pow now-famous signal sent Commanding Officer of USS N January 17, 1955, as she sa Groton, Connecticut.

With her construction the given its first true submarine, a came a revolution in underwater

With almost unlimited endura for the crew being the limiting married the submarine's strengths of stealth and surpri speed greater than its potential c

No longer were they platform tion relying on their quarry to them; now they could carry the b potential enemy.

Admiral of the Fleet Earl Mo First Sea Lord between 1955 and one of the driving forces behind venture into nuclear power, seein duction into submarines as e British sea power was not to with





FRONT COVER: HMS Dreadnought sits at the top of the world in March 1971. When the nuclear Fleet submarine popped through thin ice at the North Pole, she became the first British submarine to visit this hostile region. A guard with a rifle kept watch for polar bears as a few hardy sailors ventured out into an Arctic afternoon on which, with wind-chill, temperatures fell below -100F. Pictures: Navy News / Royal Navy Submarine Museum, Gosport.

● *Another picture taken at the top of the world, this time with nuclear attack submarine HMS Trenchant meeting up with USS Spadefish in 1992. The ice was too thin on this occasion to allow the traditional games of cricket and baseball. Also in the picture is a Royal Air Force Nimrod maritime reconnaissance aircraft.*

nuclear power'

TALL

MBE RN, my predecessor at the Royal Navy he started at the beginning of the Submarine

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world was nd with it warfare. ance (food factor), it traditional ise with a quarry. ns of posi-o come to attle to the

ountbatten, 1959, was the Navy's g its intro-ssential if ner.

HMS Dreadnought was commissioned in April 1963, and the greatest technological step forward in the history of British submarines had been taken since 1901, the year of the Service's birth.

During the Cold War it was against a massive array of powerful threats that our SSNs and SSBNs, and those of our US allies, operated.

Indeed, it could be claimed that it was this underwater battle of wits, fought out of public sight and often out of mind, that proved to be the crucial confrontation; it was, of course, won.

In 1982, during the Falklands Conflict, HMS Conqueror demonstrated the major capability of the submarine in warfare.

Traditionally, submarines were weapons of attrition, but in her action against Belgrano, Conqueror demonstrated that they were capable of having a major influence on the maritime battle.

Today, the SSN (our Swiftsures and Trafalgars, worthy successors to the brilliant Valiants) remain the most potent force at sea that will assure the supremacy of western navies, which for maritime nations 'doth the well-being of the state depend'.

In addition to the many roles they inherited from their predecessors, they have increasing importance in the brush-fire operations mentioned earlier, and the addition of the Tomahawk Land Attack Missile to their armoury makes them a vital and flexible part of any cohesive defence strategy for the modern world.

The arrival of HMS Astute into the fleet in 2005 will herald another step change in capability.

A continuing role will be the protection of the National Deterrent, described in 1968 by the *Daily Telegraph* as 'the best insurance policy the nation ever had'.

The development of the Polaris missile programme in the USA was born on January 1, 1957, because it was recognized that the submarine was the ultimate in deterrent platforms since, unlike fixed land installations or aircraft, it was mobile, gave little warning and, providing that it was quiet, was almost invulnerable.

The 'Special Projects Office' was established under Rear Admiral William Raborn USN, and the UK watched its progress with interest, though she was intent on basing her own deterrent on the airborne Skybolt carried by a fleet of V-bombers, and the land-based Blue Streak missiles.

When these projects were cancelled or failed, the fact that the Navy was able to suggest a speedy and coherent alternative was once again due to the foresight of Admiral Mountbatten who, as First Sea Lord, had secured the agreement in 1958 of Admiral Arleigh Burke, the US Chief of Naval Operations, to allow the appointment of a British Liaison Officer to Raborn's team.

When Skybolt foundered in the US in 1962, President Kennedy met with Prime Minister Harold Macmillan in Nassau on December 20-21 and agreed to transfer Polaris technology to Britain.

The UK would develop and manufacture its own warheads, which would be under national control, thus making the deterrent independent.

Four days later, the UK Polaris Executive was established, and the then Flag Officer Submarines, Rear Admiral Hugh 'Rufus' Mackenzie DSO* DSC, a distinguished World War II Commanding Officer, was chosen to head it.

With a target date of 1968, the team took on this massive project, which called for much personal sacrifice and incredibly hard work.

The fact that they succeeded, with HMS Resolution firing the first test missile within milliseconds of the date planned five years earlier, was a stunning accolade to the individuals concerned and to British industry.

The history of Polaris, with 229 unbroken deterrent patrols, was a total success and, with its mid-life update of Chevaline in 1982, it remained a truly credible deterrent until HMS Repulse decommissioned in August 1996.

The reins of the national deterrent, including a sub-strategic role, have now passed to the four mighty Vanguard-class SSBNs, equipped with the Trident D5 missile – despite the growth in asymmetric threats to world peace, their highly relevant story continues.

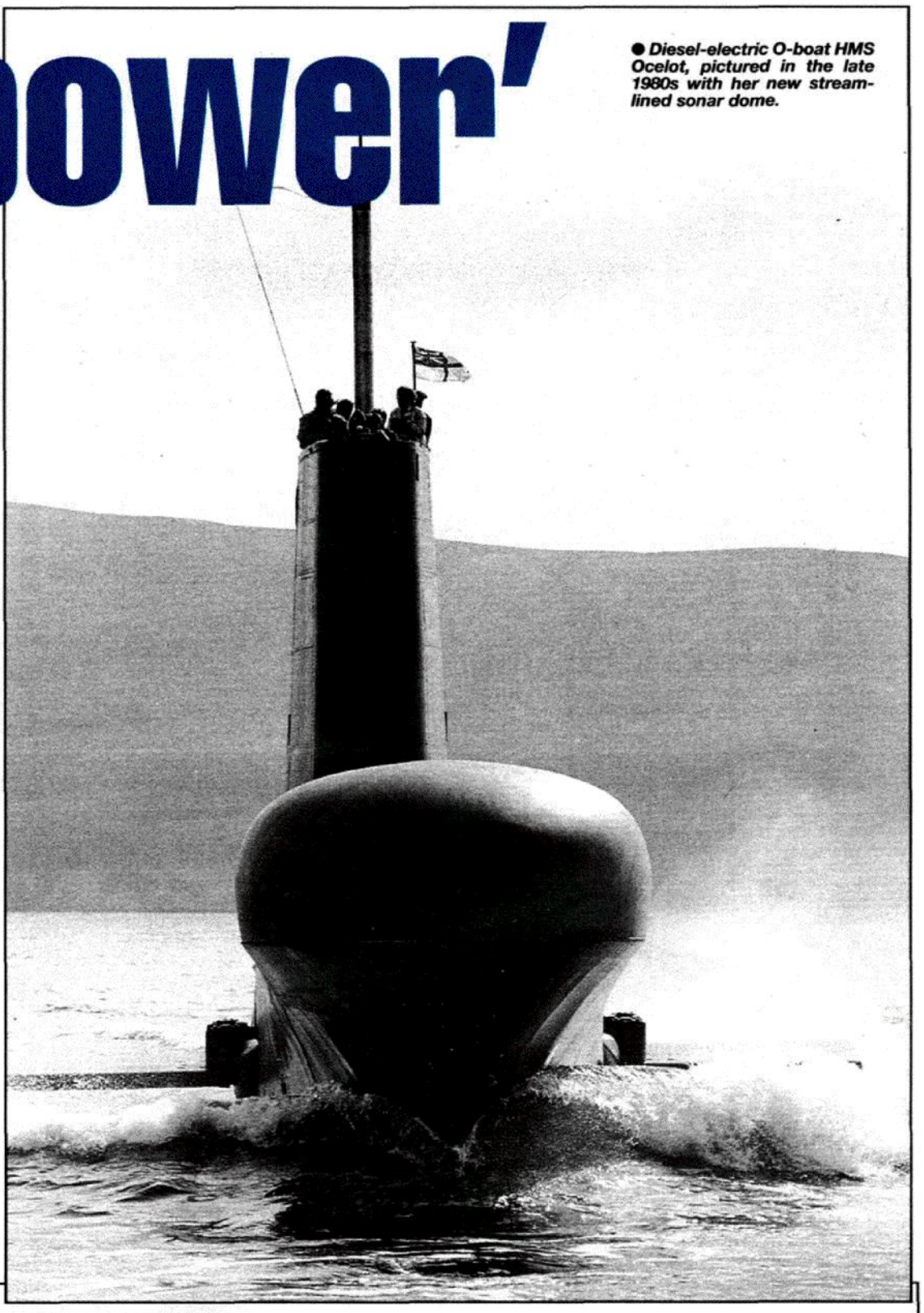
The legacy of the pioneers through the century is a record of sacrifice and achievement of which all British submariners through the ages can be proud.

What is unchanging is the man – as Lt Col Bradley Gaylord USAF observed after three days on board HMS Seraph in 1942: "You suddenly realise that here is one of the essential points about war; there is no substitute for good company.

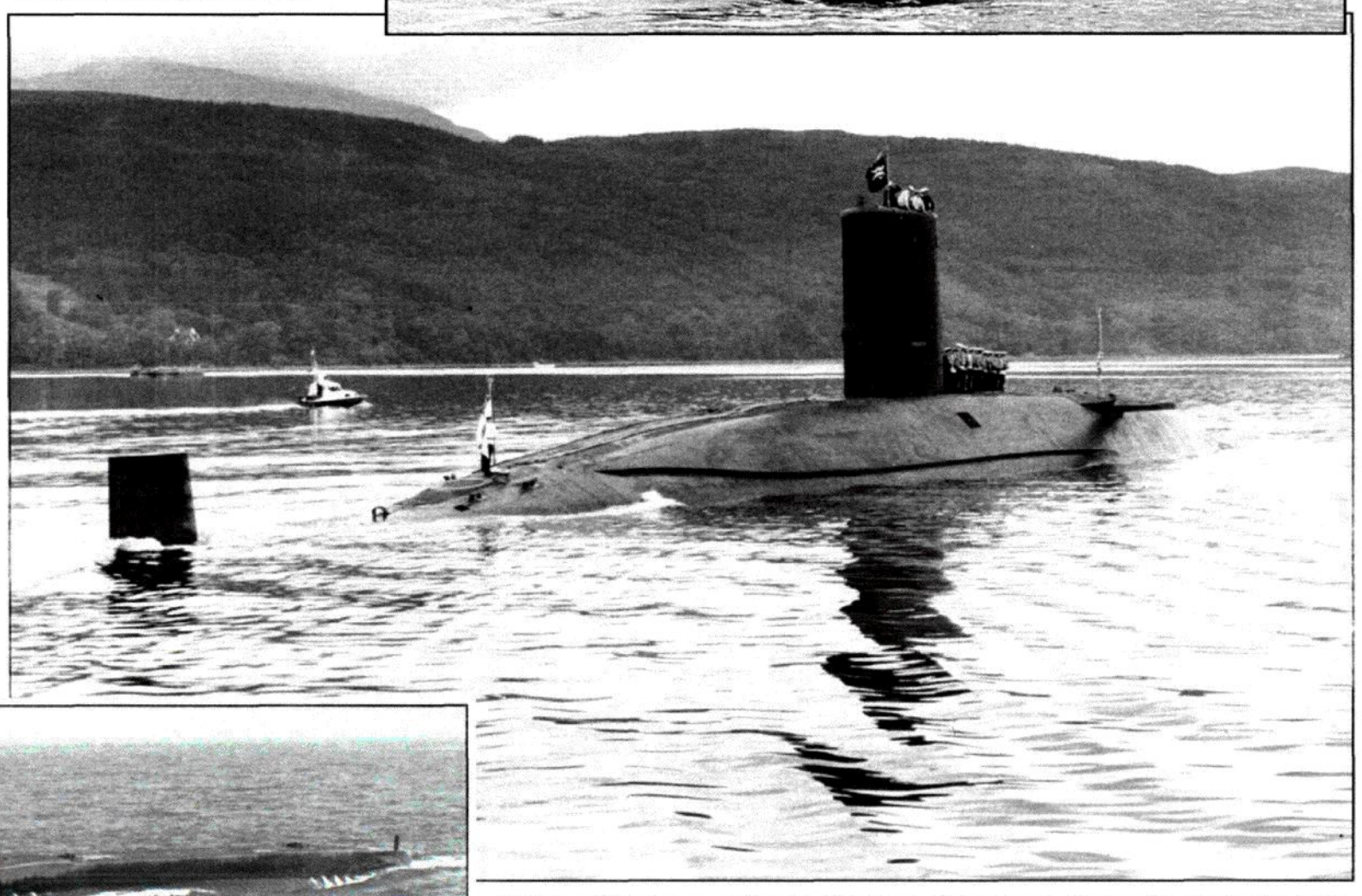
"The boys in the Submarine Service convey a spirit which explains why they would sooner be in submarines than anywhere else" (*The Ship with Two Captains* – Terence Robertson).

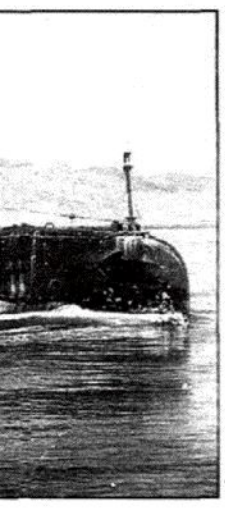
Jeff Tall, a submariner for almost thirty years and the captain of four HM submarines, has been the Director of the Royal Navy Submarine Museum since July 1994. His proudest achievement since moving into the post is getting Holland 1 back on display in May 2001 after a six-year conservation and preservation programme. More information on the Museum can be found on its website www.rnsubmus.co.uk

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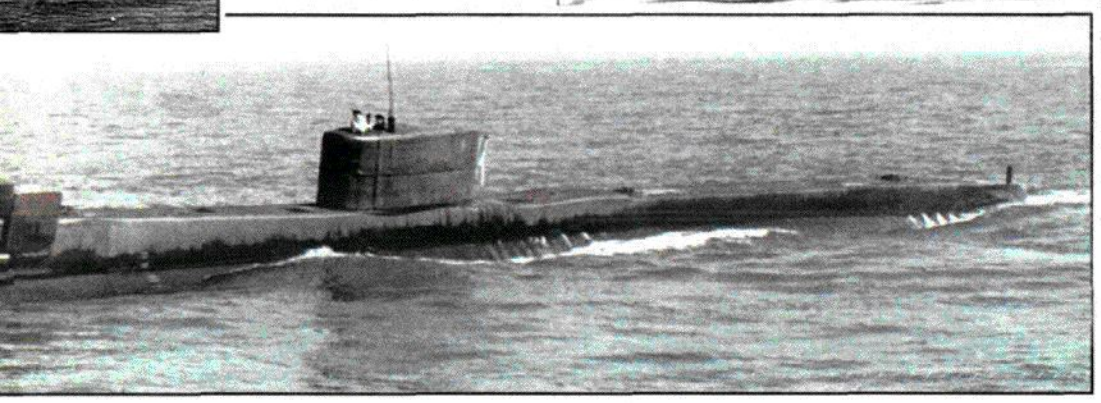


● *Diesel-electric O-boat HMS Ocelot, pictured in the late 1980s with her new streamlined sonar dome.*





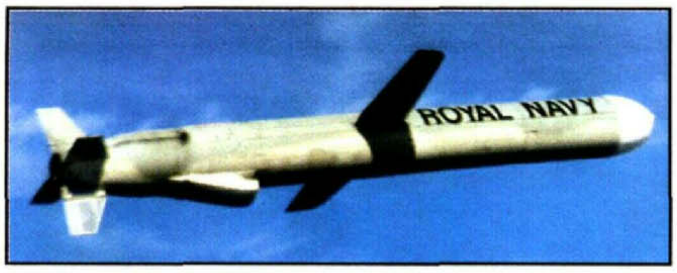
● *T-class submarine HMS Telemachus (left), which saw duty with the Royal Australian Navy for ten years. She arrived back in Britain in December 1959, and was sent to the breakers within two years.*



● *Above: HMS Conqueror flies the Jolly Roger. The submarine had a major role to play in the Falklands Conflict, when she sank the cruiser Belgrano.*

● *Left: Unarmed experimental submarine HMS Explorer, known to some as HMS Exploder. The boat was fuelled by high test peroxide, a potent and ultimately abandoned form of energy which was superseded by nuclear power.*

'Under way on nuclear power'



● *Above: the Tomahawk Land Attack Missile gives modern nuclear attack submarines of the S and T-class additional flexibility in the era of brush-fire confrontations.*

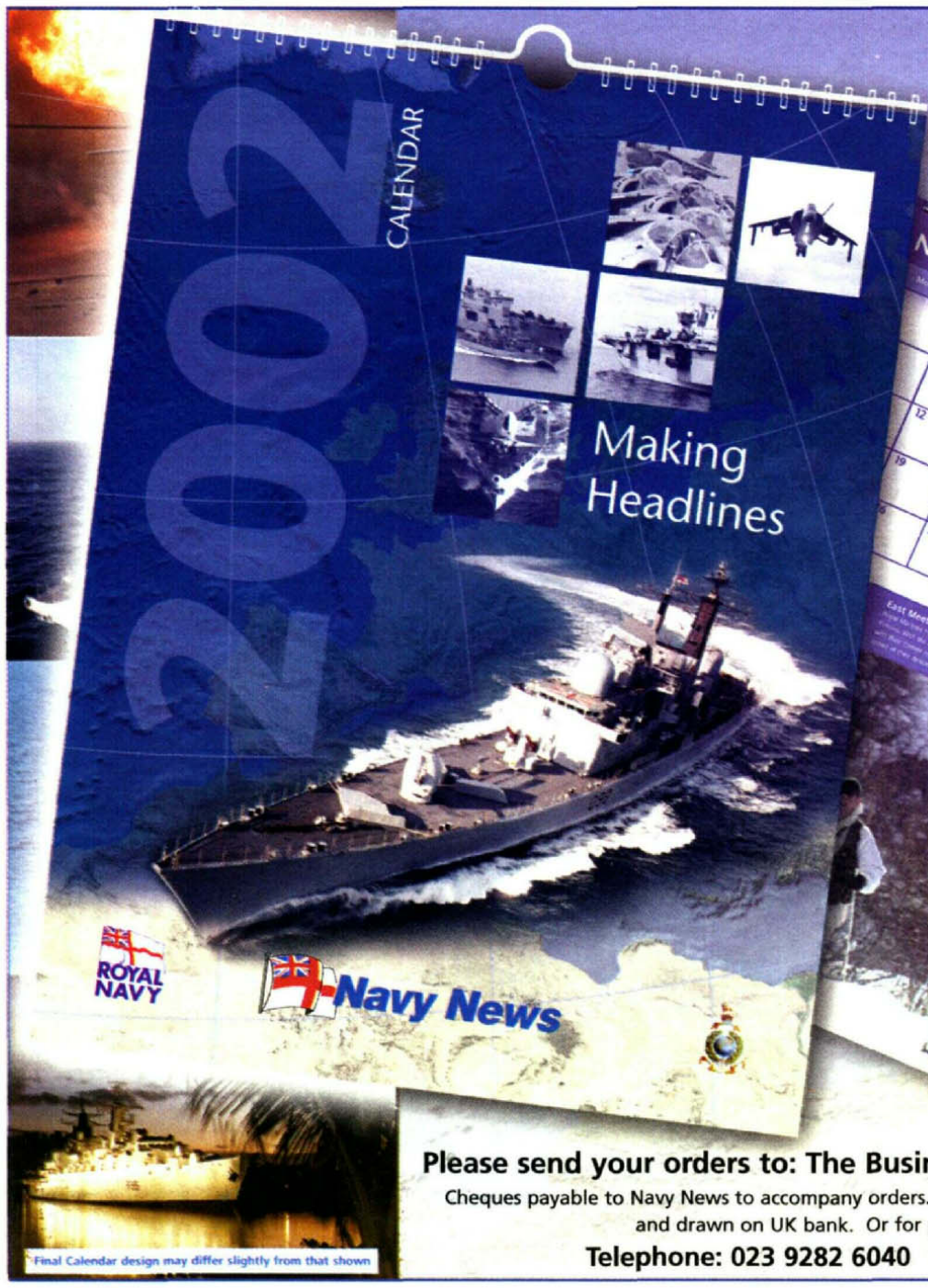
● *Right: Trident superseded Polaris as the UK's national strategic nuclear deterrent, and with the new missile system came a new class of submarine, the Vanguard -class. Below is the first of the four , HMS Vanguard, on her way to the Clyde Naval Base.*





● *The paying-off of HMS Opossum in 1993 marked the end of an era for the Royal Navy – the diesel-electric boat was the last of the Oberon-class, and her last run into HMS Dolphin was the final act of 90 years' continuous submarine operations out of Gosport.*

This is the last of four supplements this year which build into a history of the Submarine Service. Part 1 appeared in our January edition, Part 2 in May and Part 3 in September. To order a copy of the January, May or September editions, telephone 023 9282 6040.



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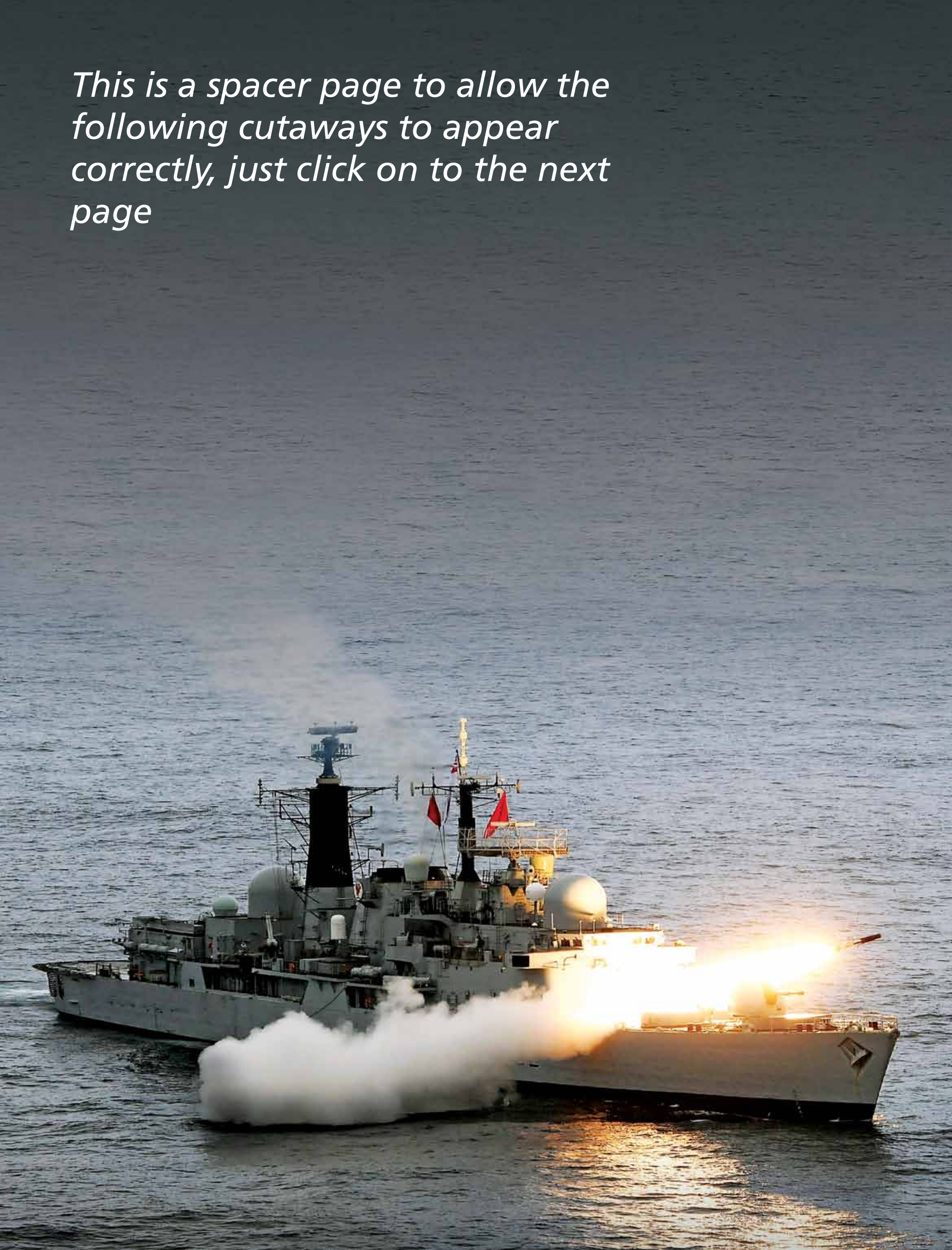
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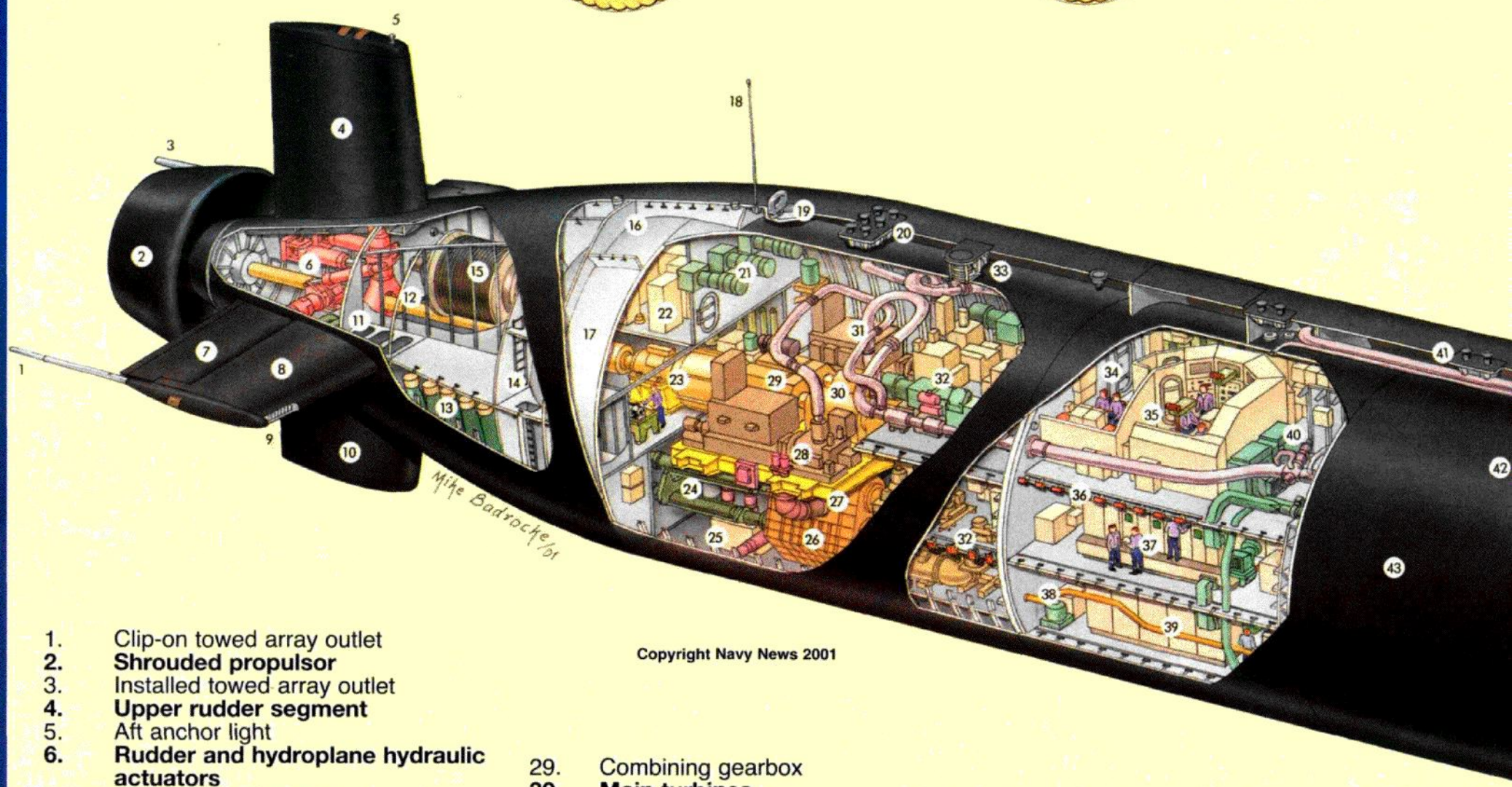


INSIDE THE AST

The Astute-class nuclear subma







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2. **Shrouded propulsor**
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6. **Rudder and hydroplane hydraulic actuators**
7. Starboard hydroplane
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10. **Lower rudder segment**
11. No 4 main ballast tank
12. **Propeller shaft**
13. High pressure air bottles
14. **No 3 main ballast tank**
15. Towed array cable drum and winch
16. **Main ballast vent system**
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71. Sonar array

TUTE

arine

Navy News

TAKE a very fine submarine, make it bigger, more heavily-armed, quieter and more efficient, and what you may well end up with is the Royal Navy's brand new Astute class.

Developed from the Trafalgar-class attack submarine – the Astute project was initially referred to as the Batch 2 Trafalgar-class – HMS Astute and her two sisters which have been ordered will take full advantage of the advances in technology since the T-boats were designed.

And whereas the principle had always been to reduce size whenever possible, the new philosophy is that bigger is better – cost savings in fit-out during build as well as easier in-service maintenance. The result is a boat which will be around 100 metres long and displace more than 7,200 tons when submerged.

The new core of the pressurised water nuclear reactor – the Rolls-Royce PWR2 – will last for 25 years, the expected lifetime of the submarine, avoiding the need for lengthy and expensive reactor refuellings.

Astute-class submarines will have a 50 per cent greater weapon load than T-boats – the new design features six 533mm torpedo tubes instead of five – and will be able to carry a range of weapons, initially expected to be a combination of Spearfish torpedoes, Tomahawk Land Attack Missiles, and sub-Harpoon or similar anti-ship missiles.

The updated tactical weapon system will be far more capable than its predecessor, yet Astute will operate with a crew of just 98 compared with the 115 on the Trafalgar-class.

Submarines are being procured by the Attack Submarines Integrated Project Team in MOD's Defence Procurement Agency under a prime contract with BAE Systems Astute Class Ltd, based in Farnborough.

The boats are being built at BAE Systems Marine at Barrow-in-Furness – the same yard which built Holland 1, the Royal Navy's first submarine, 100 years before, and which has built submarines for 41 of the Royal Navy's 44 classes.

With the new class comes new techniques – a modular build programme and no 'prototype', the boats being designed and initially tested on computer. There is also no traditional periscope – instead, non-penetrating optronics masts will be used.

The Navy's new breed of hunter-killer submarine, intended to replace the Swiftsure-class boats which first entered service in 1973, has been designed with a far wider range of tasks in mind than was the case with their predecessors.

With the end of the Cold War, and the increasing incidence of 'brush fire' conflicts around the world, Astute and her sisters are being purpose-built to play a role in the new geopolitical order.

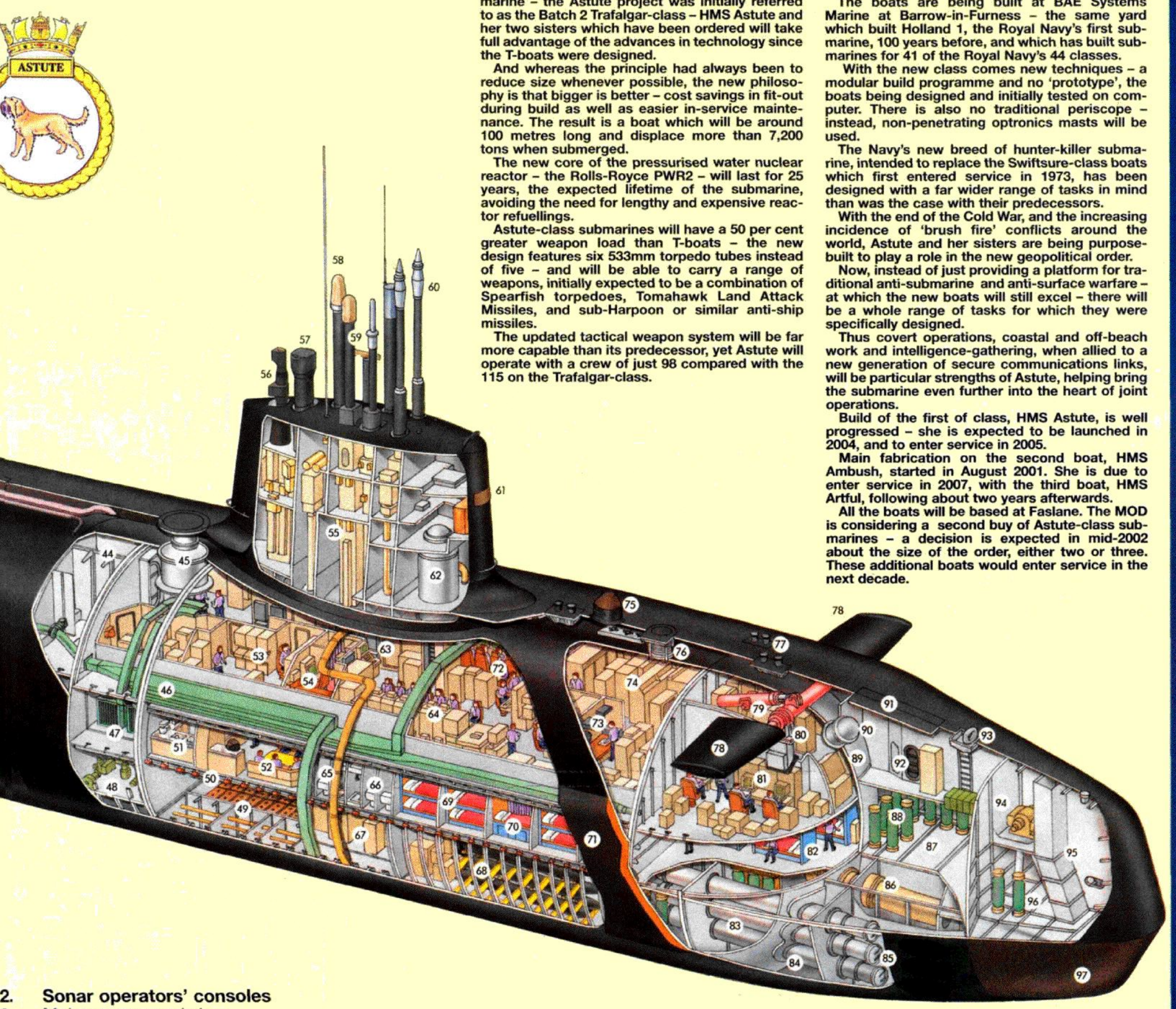
Now, instead of just providing a platform for traditional anti-submarine and anti-surface warfare – at which the new boats will still excel – there will be a whole range of tasks for which they were specifically designed.

Thus covert operations, coastal and off-beach work and intelligence-gathering, when allied to a new generation of secure communications links, will be particular strengths of Astute, helping bring the submarine even further into the heart of joint operations.

Build of the first of class, HMS Astute, is well progressed – she is expected to be launched in 2004, and to enter service in 2005.

Main fabrication on the second boat, HMS Ambush, started in August 2001. She is due to enter service in 2007, with the third boat, HMS Artful, following about two years afterwards.

All the boats will be based at Faslane. The MOD is considering a second buy of Astute-class submarines – a decision is expected in mid-2002 about the size of the order, either two or three. These additional boats would enter service in the next decade.



2. **Sonar operators' consoles**
3. Maintenance workshop
4. **Sonar equipment room**
5. Deck sonar
6. **Forward hinged capstan**
7. Hinged bollards
8. **Forward hydroplanes**
9. Hydroplane hydraulic actuator
0. **Hydroplane hinge mounting**
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